

Mary St, Douglas St, & White St Public Realm Enhancement Scheme

PART 8 PLANNING



Comhairle Cathrach Chorcaí
Cork City Council



John McLaughlin
Architects

CUNNANE STRATTON REYNOLDS
LAND PLANNING & DESIGN

HISTORY



Tobacco factory on Mary St., Cork city October 1932. Image courtesy of The Irish Examiner



Mary St. West of Red Abbey Square, before demolition. Image courtesy of Cork Camera Club collection, Cork City Libraries



Mary St. West of Red Abbey Square, after demolition. 1965 - Image courtesy of The Echo



View looking down Nicholas St towards Douglas St. 1980 - Image courtesy of The Echo



Goad Insurance Plan of Cork, 1953. Image courtesy of Cork City Libraries.



Finbar Woods Shop on White Street in 1967. Image courtesy of The Echo



Douglas St. looking East from the top of White St. 1981 - Image courtesy of The Echo



White St. looking West. The door on the left is the current 'Cluid Housing' building, Shawlie, White Street - Image courtesy of The Echo



Douglas St. looking West from the top of Rutland St. 1983 - Image courtesy of The Echo

7th Century

The earliest recorded settlement in Cork traces back to the 7th century with the establishment of the monastery of Saint Fin Barre. Located in the vicinity of the present-day Saint Fin Barre's Cathedral.

9th, 10th, 11th Century

From historic sources it is evident that by the 9th century the Vikings were raiding Cork. Recent archaeological excavations in the South Main St area have contributed greatly to our knowledge of the late Viking period in Cork (11th century), known as the Hiberno-Norse period.

12th, 13th, 14th Century

Cork came under English Influence after the Anglo-Normans arrived in the late 11th century and became an official town receiving a charter in 1185. The Red Abbey Tower is the oldest upstanding structure in the city and dates to the 14th century when the Augustinians established an abbey in Cork.

15th Century

In 1491, Cork was embroiled in the English Wars of the Roses when Perkin Warbeck landed in the city, seeking support to overthrow Henry VII. Cork's moniker, the 'rebel city,' stems from these events.

17th Century

The 17th century marked a significant phase in the development of the South Parish, witnessing the establishment of the present day street pattern, including Barrack Street, Evergreen Street, Douglas Street, Cove Street, and Dean Street.

18th Century

Throughout the 18th century, the population concentrated mainly around Barrack Street, Sullivan's Quay, and Tower Street, while the surrounding areas to the south and east were characterized by gardens and orchards. Nano Nagle place dates from this period.

19th Century

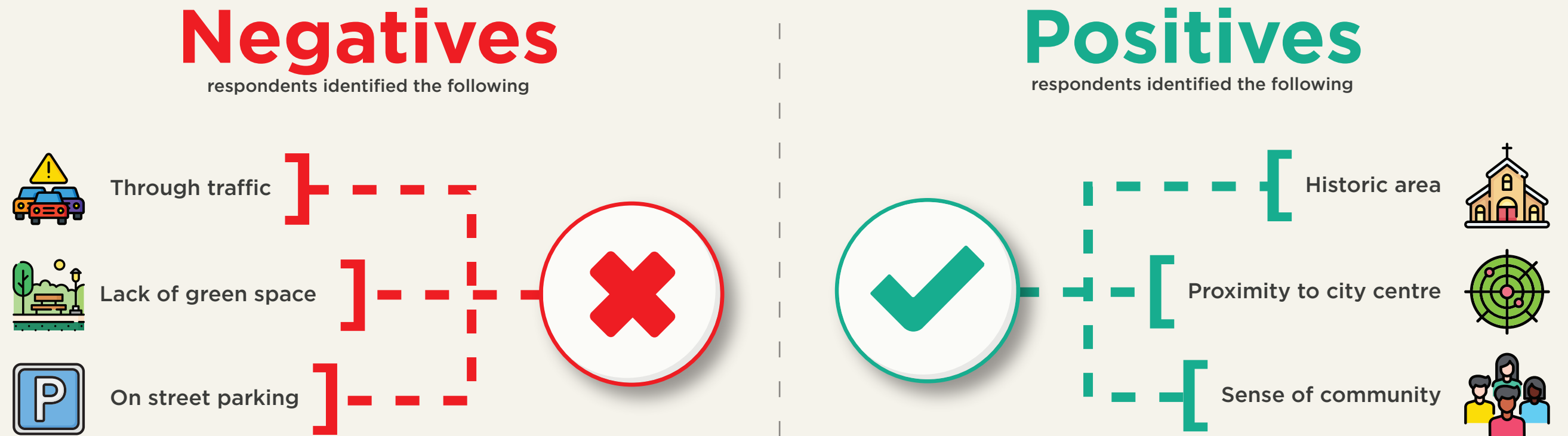
The South Parish Area became a "village within the city" over the following centuries where trade grew up alongside residences. The area became a vibrant, bustling area where small businesses prospered, and children played in the streets.

Need for Scheme



Feedback to Date

From user satisfaction survey 2022. 123 Residents/Business Owner respondents. Meetings with stakeholders / residents.



2010

2021

**SOUTH PARISH AREA
ACTION PLAN**

Key Issues raised by Public;

- Traffic Management
- Reduce Parking
- Increase Parking
- Promote Tourism
- Improve Douglas St. Streetscape
- Improved recreational facilities (Park & Playground)

Specific Aim of Plan

‘To improve the quality of Douglas Street generally and specifically to create attractive gateway spaces at the western and eastern ends of the street’



Figure 7 Reconfiguration of Evergreen Street/Abbey Street Junction



Figure 8 New Public Space at Douglas Street/Summer Hill South Junction

**SUBMISSIONS TO THE CORK CITY
DEVELOPMENT PLAN 2022**

‘That the Douglas Street area, as the spine of the old South Parish, is rejuvenated...to bring together the many facets of residential, commercial and community life that are unique to the area.

‘Traffic calming of Abbey Street / Douglas Street outside of NNP is a priority. The street is currently noisy and dangerous, particularly for elderly and children.

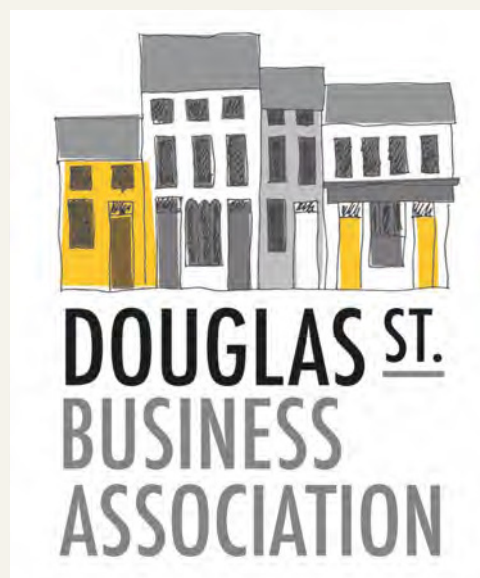
The following objectives should be adopted...when formulating a plan for Douglas Street and its environs:

- To seek solutions to reawaken the Village character of the area.
- To create a better public realm which will include wider footpaths, traffic calming and traffic management for the future, provision of disabled parking, bicycle parking and planting.
- To identify areas which will be designated as open space and to recognise the unique character of Douglas Street which has a tradition of music performance and Street festivals’.

MID
2022

DOUGLAS STREET
BUSINESS ASSOCIATION

Initial Meeting with the
Douglas Street Business Association
to discuss their submission on the
Cork City Development Plan 2022-2028



LATE
2022

DESIGN TEAM
APPOINTED

Appointment of the Design Team for the 'Mary St. Douglas
St. White St. Public Realm Enhancement Scheme'

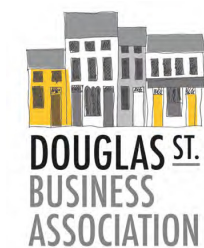
 **AtkinsRéalis**

John McLaughlin
Architects

CUNNANE STRATTON REYNOLDS
LAND PLANNING & DESIGN

LATE
2022

INITIAL IN PERSON MEETINGS HELD WITH
BUSINESSES & LOCAL INTEREST GROUPS



MID
2023

LATE
2023

LATE
2023

USER SATISFACTION SURVEY
RESPONDANTS

123

Residents/
Business owners

99

Pedestrians

70

Cyclists

INITIAL SKETCHES PRESENTED

47

Local businesses invited
to give feedback

16

Local businesses
provided feedback



RESIDENTS INVITED TO GIVE
FEEDBACK ON INITIAL DESIGN

178

Local residents
provided feedback

35

Flyers dropped





NON-STATUTORY CONSULTATION 2ND & 3RD OF SEPT 2024

+1000

Local residents invited

+200

Local businesses invited

131

Attendees

85%

Very and/or moderately satisfied with overall scheme



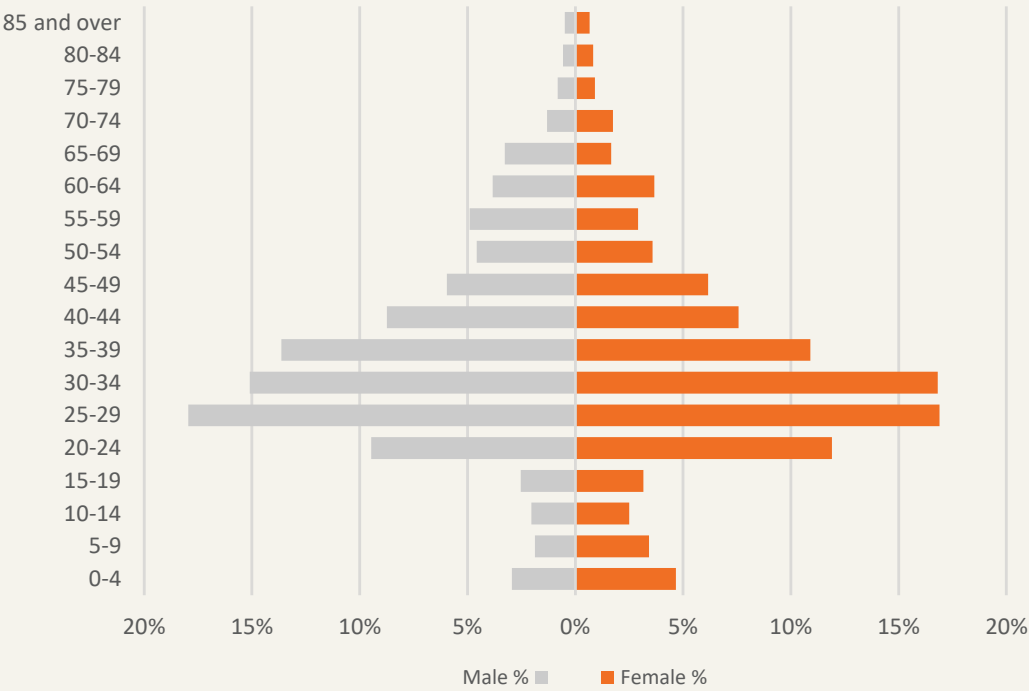
PART 8 PLANNING CONSULTATION TO PRESENT OVERALL SCHEME



South Parish
Neighbourhood Profile

CSO/Cork City Development Plan

POPULATION



KEY FINDINGS



4,266 population



4 times more adults than the city average



83% of people lived at the same address one year ago



High proportion of families move out as children grow older

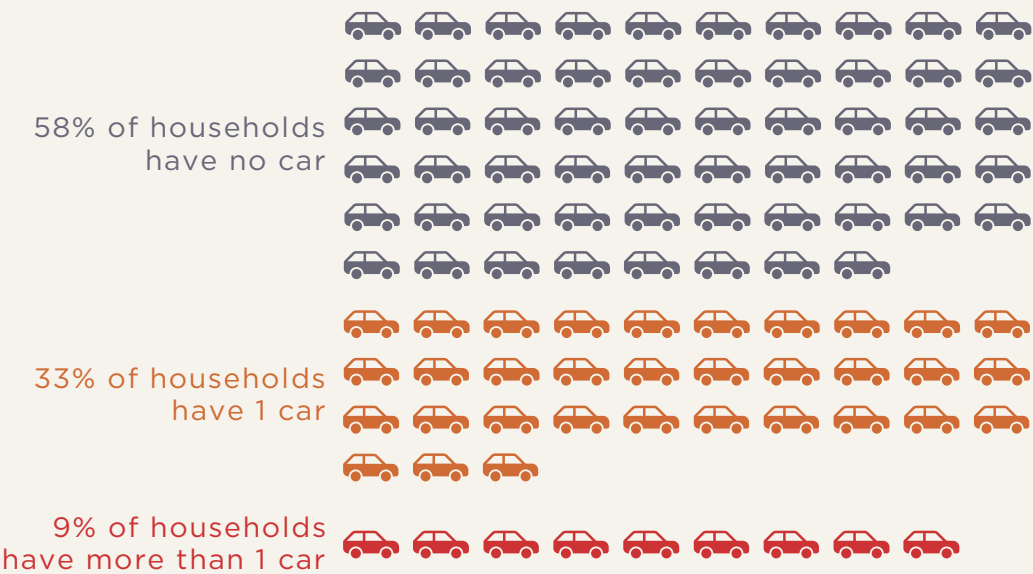


30% of the population are children

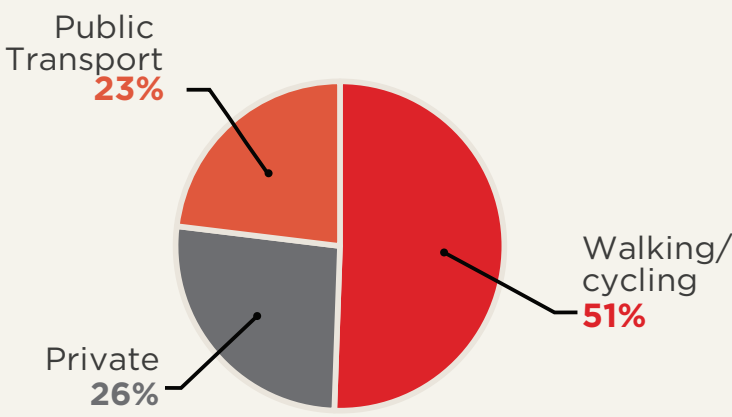


156 children are under the age of 10

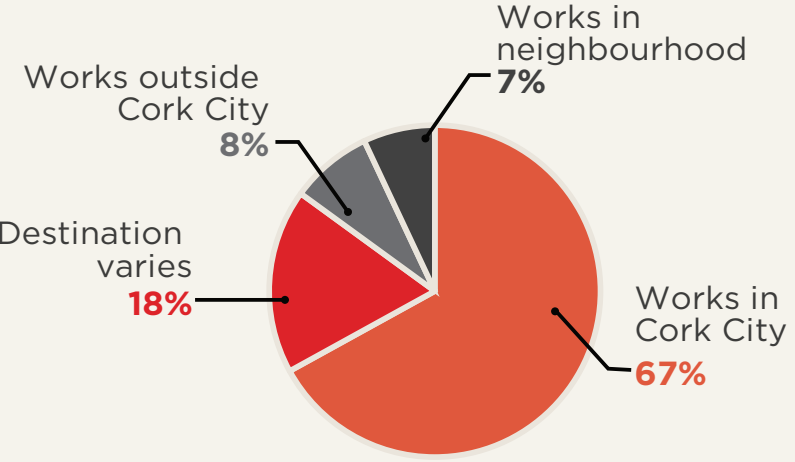
RESIDENTS CAR OWNERSHIP



RESIDENTS PRIMARY MODE OF TRAVEL



RESIDENTS EMPLOYMENT LOCATIONS



South Parish
Transport statistics

CSO/Cork City Development Plan

[Issues]

raised in feedback to date
TOO MUCH TRAFFIC

User Satisfaction Survey Responses

71% of residents said that **traffic volumes** negatively affect the area

37% of residents cited **poor public realm** (e.g. paving, seating, public lighting etc.) as negatively affecting the area

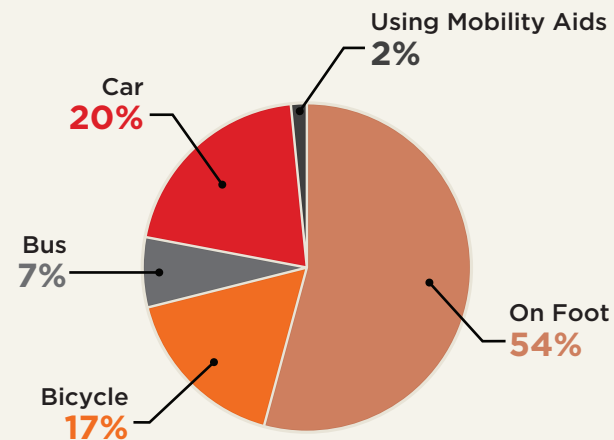
Quotes from Locals

"I am happy with the through traffic being removed and the access being from the quay"

"The pedestrianisation would be great"

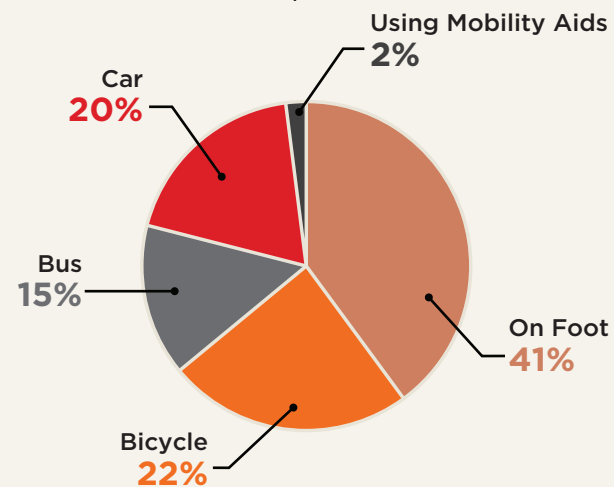
HOW DO YOU USUALLY MOVE AROUND THE NEIGHBOURHOOD?

No. of respondents 254



HOW WOULD YOU MOST PREFER TO MOVE AROUND THE AREA IN THE FUTURE?

No. of respondents 97



[Analysis]

carried out on issues raised
HOW MUCH TRAFFIC IS THERE?

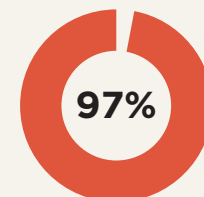
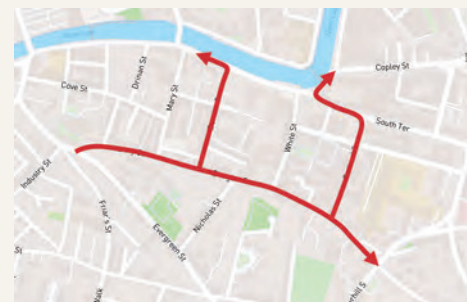


654 vehicles travel along Douglas Street between **8am and 9am**. This results in one vehicle **every 5.6 seconds**.

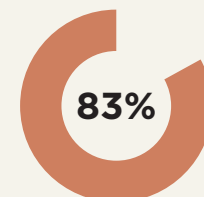


559 vehicles travel along Douglas Street between **5pm and 6pm**. This results in one vehicle **every 6.4 seconds**.

MAJOR TRAFFIC FLOWS THROUGH AREA



97% of traffic from Evergreen St passes through the area without stopping



83% of traffic from Summerhill South passes through the area without stopping

THE TRAFFIC PASSING THROUGH THE AREA HAS THE FOLLOWING NEGATIVE AFFECTS



It reduces the ability to stop and chat with neighbours which impacts negatively on the sense of community in the area.



40% of minor injuries and 50% of serious injuries sustained in vehicular accidents in the area involved pedestrians.



This does not allow for green areas, quiet spaces and playful spaces for the community.



This leads to increased noise pollution which adversely affects the health of those in the area.



This leads to increased air pollution which adversely affects the health of those in the area.



All these conditions lead to a stressful environment to live in.

[Solutions]

to issues raised based on our analysis

HOW MUCH TRAFFIC WILL REMAIN?



64 vehicles travel along Douglas Street between **8am and 9am**. This results in one vehicle **per minute**.



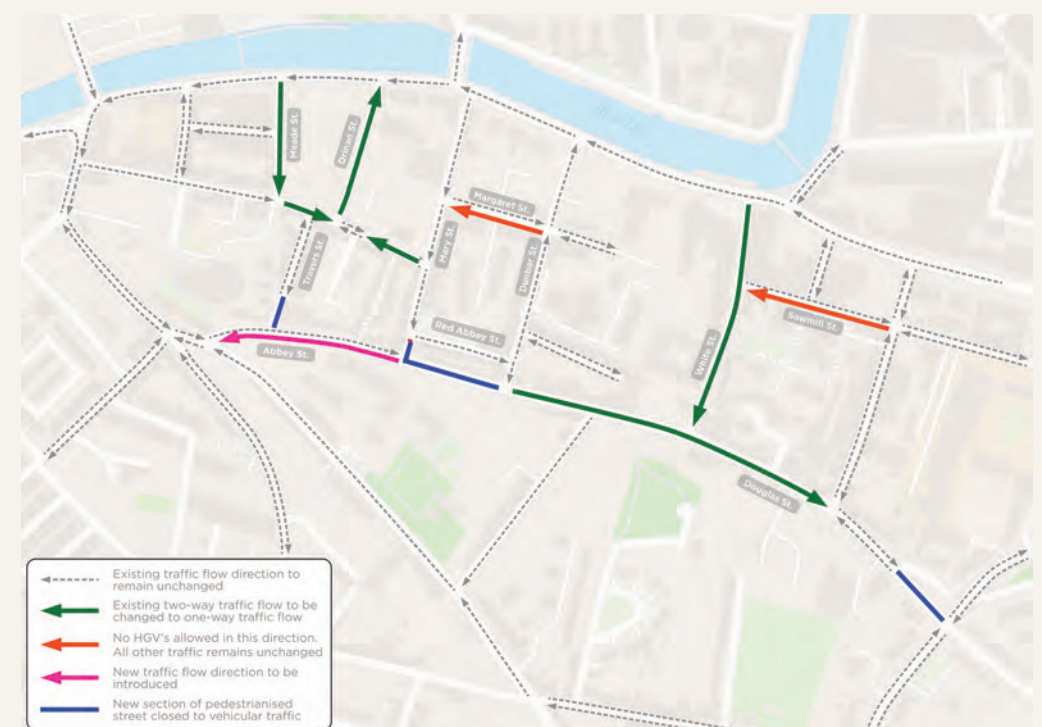
65 vehicles travel along Douglas Street between **5pm and 6pm**. This results in one vehicle **per minute**.

Remaining traffic is predominantly for local residents and businesses
(Introduction of pedestrianised sections and strategic one-way streets prohibits pass-through traffic)

EXISTING TRAFFIC FLOWS



PROPOSED TRAFFIC FLOW



Issues

raised in feedback to date

1. NOT ENOUGH PARKING

Quotes from Locals

"There is illegal parking in the area. Better enforcement is required."

"People don't do business in the area any longer due to lack of parking"

"Have a permit but still issue with parking. Sometimes after school run, have to drive around for half an hour looking for a space"

"We must have parking as we have a carer who needs access. Spaces are being taken up by people coming from outside the area."

2. TOO MUCH PARKING

Quotes from Locals

"Excessive parking results in narrow footpaths"

"Mary St. is too cluttered due to parking"

"Parking structure is poor and streets are not pedestrian friendly"

"Parking is an obstruction for pedestrians"

USER SATISFACTION SURVEY RESPONSE

Survey took place in May 2023

94% of residents said they would be happy for some on-street parking to be removed

45% of residents said excessive parking affects the area negatively

42% of residents said there is inadequate public space

Analysis

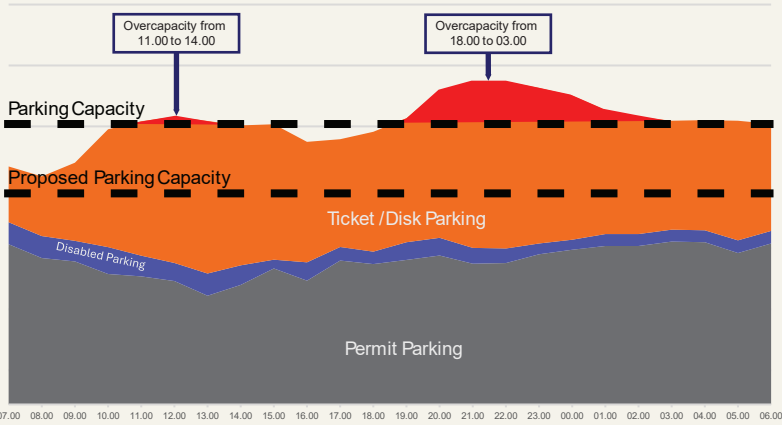
carried out on issues raised

PARKING STATISTICS



	Existing Parking Spaces	Proposed Parking Spaces	Reduction of Parking Spaces	Numbers of Parking Permits
Zone N Permit Parking	143	107	36	140 82 highest observed
Zone O Permit Parking	91	86	5	43
Zone T Permit Parking	191	172	19	163
Total	425	365	60	346

Existing Parking Numbers Zone N



Ticket/Disc parking is anticipated to drop significantly due to less convenient vehicle access for people driving in from outside the area.

Solutions

to issues raised based on our analysis

1. NOT ENOUGH PARKING

LOCALS

Prioritise Parking for Locals and Provide Alternative Transport Options

Change ticket parking from 2 hours to 1 hour to discourage long duration ticket parking

Restrict access to discourage commuter parking

Provide 'Car Share' in area

Enforcement to prevent illegal parking

COMMUTERS

Reduce Parking Demand by Promoting Alternative Transport Options

Improved footpaths
Pedestrianised areas
Reduced traffic

Quiet streets
Bike parking
Shared bike stations
Contraflow Cycling

Provide 'Car Share' permits to facilitate necessary resident car journeys

Provide multi-modal transport options

BUSINESSES

Promote Business in Area by Providing Pro-Business Parking

Provide 15 minutes parking space in business areas to allow quick collections

Change ticket parking from 2 hours to 1 hour to encourage a quick turn over

Provide ' Van Share' in area

Provide secure cargo bike parking to facilitate businesses with cargo bikes

2. TOO MUCH PARKING

Improve Pedestrian Infrastructure and Provide Additional Public Spaces

Improve Pedestrian Infrastructure

- Footpaths
- Pedestrian crossings
- Lowered kerbs (accessibility)
- Public lighting
- High quality paving

Enhance & Increase Public Space

- Red Abbey Square upgraded
- New park on east end of Douglas St
- Public Seating
- Space provided for outdoor dining

Provide Pedestrian Only Zone

- New park created on east end of Douglas St
- Pedestrian Street provided in front of Nano Nagle Place
- Pedestrian priority zone created along Abbey St and east end of Douglas St

ON-STREET APPLICATION OF PROPOSED SOLUTIONS



Issues

raised in feedback to date

LACK OF PUBLIC SPACE

User Satisfaction Survey Responses

45% of residents said that inadequate public spaces (parks, children’s play area, outdoor seating etc.) negatively affect the area

Only 13% of residents said that existing public spaces (parks, children’s play area, outdoor seating etc.) in the area are a positive

Quotes From Residents

“Kids play gardens is something that we need in this area”

“We need a public park”

“More trees!! And more planting to help absorb rain”

“There are a lot of young families living in this area. I think the area would benefit from more public spaces for children and families”

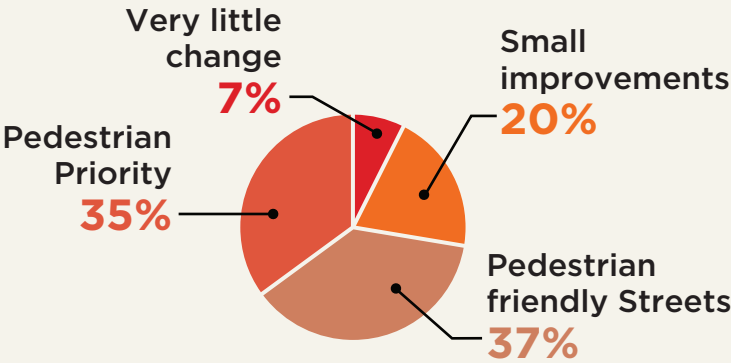
“Douglas St should be one way for traffic, more greenery/green space required”

“More outdoor seating for public”

“Community allotments more/greener places and local markets”

“More green areas”

IN YOUR VIEW, WHAT SHOULD DOUGLAS ST., MARY ST. & WHITE ST. LOOK LIKE AFTER THE UPGRADE SCHEME?

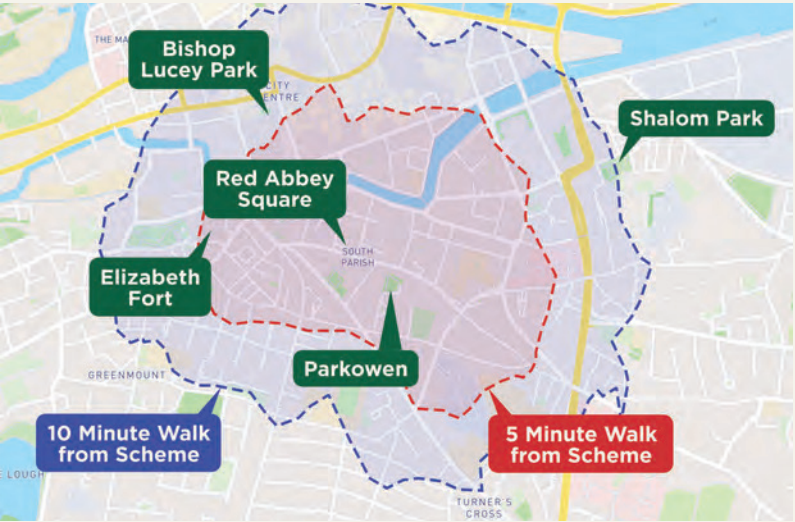


These results show a clear preference for increasing the public spaces and green areas within the scheme.

Analysis

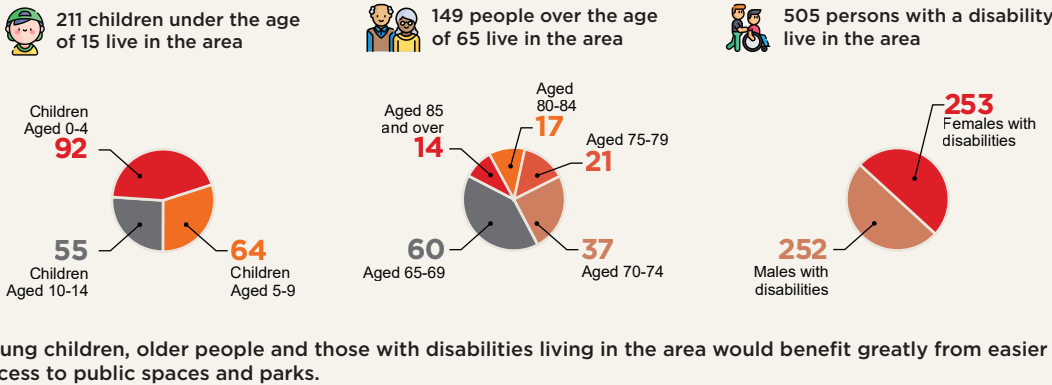
carried out on issues raised

EXISTING OPEN SPACE PROVISION



	Accessible within 10 minutes	Playground facilities	Grassed area
Bishop Lucey Park			
Shalom Park			
Red Abbey Square			

LOCAL DEMAND FOR OPEN SPACE



HOW THE PUBLIC SPACE IS CURRENTLY USED



Solutions

to issues raised based on our analysis

PROVIDE A RANGE OF PUBLIC SPACES AND PARKS TO MEET THE NEEDS OF THOSE LIVING IN THE AREA

	Typology	Existing	Proposed	Change
Public Amenity		5%	25%	+20%
Landscape		1%	7%	+6%
Footpaths		35%	46%	+11%
Parking		13%	7%	-6%
Roads		46%	16%	-30%



Thank You!

Cork City Council would like to take this opportunity to thank you for reviewing this summary document.

The feedback received, from both residents and businesses to date, will be invaluable in guiding the project team to reimagine the **“village within the city”** that once thrived here.

We look forward to receiving all submissions based on the documentation presented.

What's Next?

The project team will consider all feedback received during the public consultation stage and present the recommended design for Part 8 to council for approval.



Evergreen Street



Red Abbey Square



Douglas Street