



# MACCURTAIN STREET

## PUBLIC TRANSPORT IMPROVEMENT SCHEME



Comhairle Cathrach Choráí  
Cork City Council





THE CREATION  
OF PRIORITY BUS  
CORRIDORS AND  
THE PROMOTION  
OF WALKING AND  
CYCLING ARE  
KEY STRATEGIC  
OBJECTIVES FOR  
THE CITY.

# Introduction

The National Planning Framework 2040 envisages that Cork will become the largest growing city region in Ireland with a projected 50% to 60% increase in its population up to year 2040. The city's population is set to grow to over 300,000 people in the coming years, fuelled by the extension of the existing city boundary but also by the influx of new workers - as many as 10,000 within five years - who will be employed in the city centre on projects that are underway or planned. The facilitation of public transport through the creation of priority bus corridors and the diversion of private cars away from the city centre are key strategic objectives for the city.

New traffic systems are not solely about the more efficient management of private and public transport, critical though they are.

Climate change is one of the most pressing challenges of our time and imposes a responsibility on institutions and individuals to make choices in favour of sustainable and more environmentally friendly practices. This transition to new, sustainable traffic management systems must include the facilitation of walking and cycling options. The facilitation of these choices also informs the strategic direction being proposed for traffic management in Cork.

To address the various issues which now must be faced, the Cork Metropolitan Area Transport Strategy (CMATS), has been developed by the National Transport Authority (NTA) in collaboration with Cork City Council, Cork County Council and Transport Infrastructure Ireland.

The Covid 19 pandemic has intensified the need to look at different ways to move and travel around our city. More street space is needed to facilitate the social distancing requirements so our many small businesses can re-open and function. More people are likely to seek to walk and cycle for shorter trips as they go about their daily business.

For the MacCurtain Street Scheme, the establishment of safe walking and cycling routes for students is a particular priority given the concentration of schools within a relatively small area of the city centre. Over reliance on cars to drop and collect students at schools is a significant contributor to traffic congestion and the creation of viable alternatives to this practice must be developed.

# Cork Metropolitan Area Transportation Strategy (CMATS)

CMATS provides a coherent, integrated transport planning policy framework for the planning and delivery of transport infrastructure to support the development of the Greater Cork Area.

## THE STRATEGY'S OBJECTIVES INCLUDE:

- To prioritise sustainable transport and reduce car dependency within the Cork Metropolitan Area (CMA)
- To support the future growth of the CMA through the provision of an efficient and safe transport network
- To provide a high level of public transport connectivity
- To identify and protect key strategic routes for the movement of services and freight
- To enhance the public realm through traffic management and transport intervention
- To increase public transport capacity and frequencies

Under the earlier City Centre Movement Strategy a number of street enhancement projects which have impacted positively on traffic management in the city centre have been undertaken including:

- Parnell Place Renewal Scheme
- City Centre Public Transport Improvement Scheme
- Kent Station to City Centre Improvement Scheme.
- Pope's Quay Cycle Improvement Scheme
- Mary Elmes pedestrian and cycle bridge
- University College Cork to City Centre Cycle Facility.

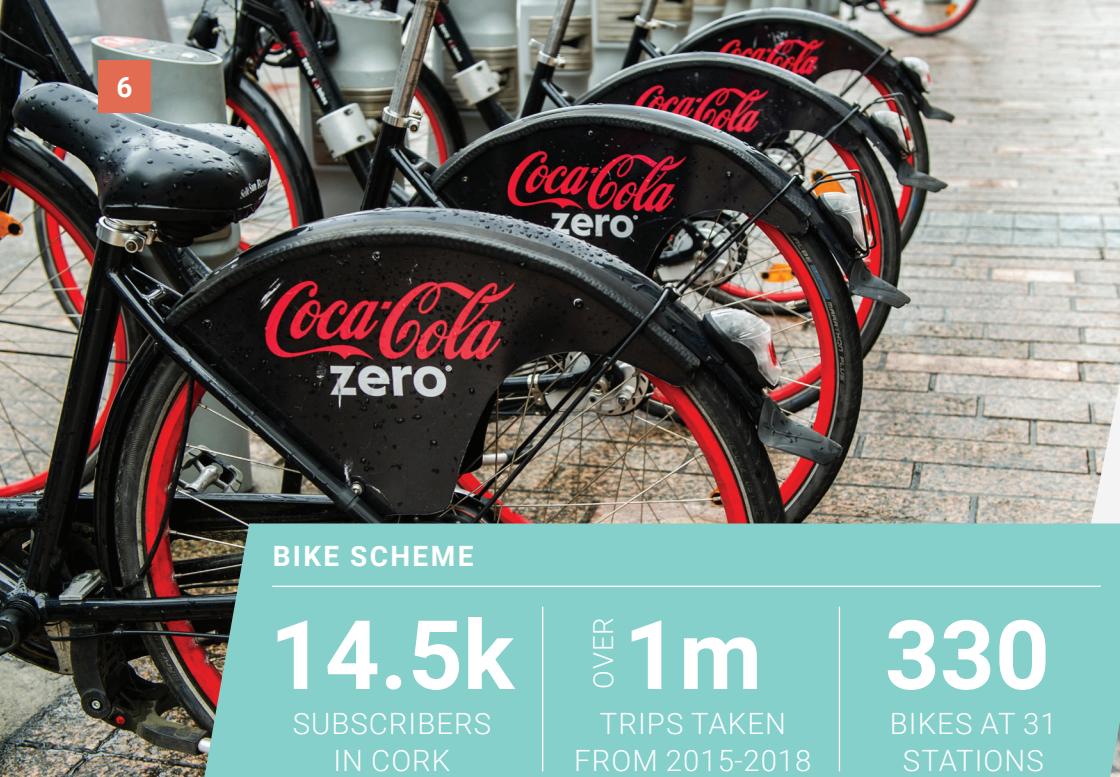
In that time, there has been significant increases in bus passengers in the Cork commuter region, reflecting the strong demand for improved public transport services in the Cork region.



A NUMBER OF  
STREET ENHANCEMENT  
PROJECTS HAVE  
ALREADY IMPACTED  
POSITIVELY ON TRAFFIC  
MANAGEMENT IN THE  
CITY CENTRE.



MARY ELMES PEDESTRIAN AND CYCLE BRIDGE



### BIKE SCHEME

**14.5k**

SUBSCRIBERS  
IN CORK

OVER **1m**

TRIPS TAKEN  
FROM 2015-2018

**330**

BIKES AT 31  
STATIONS

2011

2016

	2011	2016
<b>Population of city and suburbs</b>	198,582	208,669
<b>Total commuting into city</b>	61,032	64,612
<b>Total who live in the city and work</b>	65,575	73,560

2016 census shows a reversal of a pattern of city centre population decline over many years.



## BUS ÉIREANN STATS



**14M**

Customer journeys  
on Cork City services  
in 2019

**150**

New drivers hired  
since the start of 2019

**50K**

Customer journeys  
every day in the  
Cork Area

**19**

New NTA Funded Low Floor Fully  
Accessible Double Deck Buses  
added to Cork Fleet in 2019

### CUSTOMER JOURNEYS ON BUS ÉIREANN CORK SERVICES

**+ 12.6%**

**+ 12.07%**

**+ 13.9%**

**+ 14%**

**2016**

**2017**

**2018**

**2019**



# MacCurtain Street Public Transport Improvement Scheme

**T**

he MacCurtain Street Public Transport Improvement Scheme is the latest traffic management initiative targeted at supporting increased economic activity and providing improved accessibility to the city centre by foot, bicycle and public transport.

The MacCurtain Street area is a vibrant area of Cork City. It is a hive of activity, during the day with shops and cafes, as a hub for education and at night as a busy social destination. While there are high volumes of pedestrians in the area, MacCurtain Street remains a through route for traffic travelling from the North to the South and East. This high level of vehicular traffic coupled with the dated public realm takes away from the charm of this beautiful area.

Cork City is heavily reliant on the car as a mode of transport. The high car dependency puts immense pressure on our current infrastructure with delays and congestion commonly experienced throughout our network. The population of Cork is projected to grow over the coming years. As such, if we continue to rely on the car as our mode of choice, these problems of delays and congestion will only increase. The Cork Metropolitan Area Transport Strategy (CMATS) aims to address these problems, through the provision of viable and sustainable alternatives to the private car.

An integral part of CMATS is the prioritisation of more sustainable modes of transport within our city centre. These modes are walking, cycling and public transport. CMATS also recognises the importance of place and particularly place making in our urban areas. The MacCurtain Street scheme aims to implement the core values of CMATS while recognising the additional requirements of businesses for social distancing. It enhances the public realm at key locations within the city centre and will have a transformational effect on MacCurtain Street itself facilitating a pedestrian friendly atmosphere along expanded, newly planted pavements .

**THESE AIMS WILL BE MET BY ACHIEVING THE FOLLOWING OBJECTIVES:**

- Promote MacCurtain Street as a key destination for business and recreation with a primary focus on improved street activity, improved streeescape and enhanced pedestrian facilities.
- Improved pedestrian comfort and safety by the provision of widened footpaths, upgraded road crossings and improved public lighting.
- Promote cycling as a mode of transport by providing new infrastructure to link with existing cycling infrastructure in the area.
- Implement the principles of access for all throughout the scheme.
- Promote new and improved public transport corridors, which will reduce journey times and improve reliability for citizens on the northside of the city and the commuter towns to the north and east of the city centre.
- Promote Public Transport through the provision of Public Transport Infrastructure including; new bus lanes, new bus priority at junctions, and upgraded bus stops.

The following sections will outline the details on how these objectives will be achieved to ensure that the city and the MacCurtain Street area can continue to move and prosper well into the future.

# Scope of Works

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The MacCurtain Street Public Transport Improvement Scheme includes the following key features:

- Upgrade of footpaths
- Provision of enhanced cycling infrastructure
- Changes in traffic management to include additional bus priority facilities
- Upgrade to junctions including upgrades to traffic signal system
- Resurfacing of streets within the project area
- Provision of additional street furniture and trees
- Provision of set down spaces, disabled parking and loading areas
- New and upgraded public lighting
- Improved street signage and road markings

It is intended to reduce the speed limits to 30kph on MacCurtain Street, Bridge Street and Coburg Street alongside the traffic changes in the area.



# Cycling Infrastructure

Over the past ten years a range of improvements have been made to cycling infrastructure in the City centre with the support of the National Transport Authority through the provision of a combination of dedicated with-flow and contra-flow cycling facilities. These improvements include new routes connecting the City centre to key destinations such as University College Cork in the west and to the main bus and rail stations in the east. The public bike scheme has also been a very positive addition to the City, encouraging more people to cycle for short and 'last mile' trips.

However, there is a need for a number of strategic links to better connect these existing cycling facilities and improve the overall connectivity of the cycle network. The provision of new two-way cycle routes along the north quays and Merchant's Quay as proposed, will connect to the existing facilities on Popes Quay, Penrose Quay and the Mary Elmes bridge and the City centre. The removal of traffic from Harley's Street will provide improved access to destinations along MacCurtain Street. The removal of

through traffic from MacCurtain Street and the resultant reductions in traffic volumes will also provide a low-speed cycle friendly environment.

New cycle lanes are proposed on Leitrim Street and Christy Ring Bridge in order to improve access. The proposed bus lanes on Coburg Street, St Patrick's Bridge and Bridge Street will supplement the new cycle infrastructure in the area. The existing public bike stations will be retained but will need to be realigned to better suit the new street layout. Additional bike parking will be provided at key locations throughout the study area.

The provision of high quality segregated two-way cycle routes complements the improvements delivered under previous projects and provides the connectivity needed to link to other planned cycling infrastructure on Horgan's Quay, South Mall, Docklands and further afield to the Mahon greenway to the east and the Cork Institute of Technology to the west, via Carrigrohane Road.

# Public Transport and Bus Priority

To encourage more people to use public transport in the longer term, we need to make it more attractive and reliable. Continued investment in our bus fleet and the road network as well as reorganising of our current bus routes coupled with increased frequency will assist in making public transport a more attractive and reliable transport choice within the city. The reallocation of road space coupled with an increase in bus passenger numbers will also strengthen the feasibility of light rail in Cork City. A key element of this project is the reallocation of road space to public transport infrastructure as well as the prioritisation of bus services at a number of key junctions throughout the scheme.

## NEW BUS LANES PROVIDED ON THE FOLLOWING STREETS:

- Coburg Street, Devonshire Street and St Patrick's Bridge
- A section of Summerhill North and a section of Brian Boru Street
- Contra Flow Bus Lanes on Bridge Street and Cathedral Walk

## BUS ONLY RIGHT TURNS PROVIDED AT THE FOLLOWING LOCATIONS:

- From Merchant's Quay onto St Patrick's Bridge
- From Lavitt's Quay onto Christy Ring Bridge

- From Brian Boru Street onto Lower Glanmire Road
- From Summerhill North onto MacCurtain Street
- From Coburg Street onto Bridge Street

## PRIORITY WILL BE GIVEN TO BUSES AT TRAFFIC SIGNALS; THIS WILL INCLUDE ENHANCED BUS DETECTION ON APPROACHES AT THE FOLLOWING JUNCTIONS:

- Junction of Merchants Quay and St Patrick's Bridge
- Junction of Lavitt's Quay and Christy Ring Bridge
- Junction of Coburg Street, Bridge Street and MacCurtain Street
- Junction of MacCurtain Street, Summerhill North, Lower Glanmire Road and Brian Boru Street
- Junction of Mulgrave Road/Blackpool bypass

To maximise the benefits and take advantage of these new measures, several bus routes will also need to be adjusted. These routes can take advantage of the reduced traffic volumes on MacCurtain Street as well as new bus priority measures outlined above to improve both bus journey times and reliability. Cork City Council are committed to monitoring the measures introduced to improve bus priority and make adjustments if needed to meet the scheme objectives.



There has been a **50% INCREASE** over 4 years in bus passengers in the Cork commuter region, reflecting the strong demand for improved public transport services in the Cork region.



## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### PART 8 PLANNING NOTICE

Notice under Section 179 of the Planning and Development Act, 2000 and Part 8 of the Planning and Development Regulations 2001 as amended is hereby given that Cork City Council plans to carry out road network and public realm improvement works on MacCurtain Street and a number of roads & streets in the city centre as described hereunder ("the proposed development").

## Coburg Street and Bridge Street

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- Convert Coburg Street from two eastbound general traffic lanes to one new westbound general traffic lane and one eastbound bus lane (24 hour);
- Provide two new bus stops on Coburg Street with associated bus shelters;
- Upgrade the southern footpath along Coburg Street to include the relocation of the public bike share scheme within the same area;
- Upgrade the northern footpath along Coburg Street;
- Provide set down spaces and loading bay on Coburg Street;
- Introduce a bus priority signalised junction at the junction of Bridge Street with Coburg Street;
- Provide new paving and enhanced pedestrian provision through the junction of Bridge Street and Coburg Street;
- Introduce a new southbound bus only lane (24 hour) on Bridge Street to replace one general northbound traffic lane;
- Upgrade the footpaths along Bridge Street to include the provision of a pedestrian ramp adjacent to the steps at the junction of Bridge Street and St Patrick's Quay;
- Provide loading bay on Bridge Street;
- Upgrade all existing traffic signals along Coburg Street and Bridge Street to include the provision of CCTV at the junctions;
- Provide enhanced public realm to include ancillary street furniture, cycle parking and trees;
- Upgrade the existing public lighting network along the streets;
- Coburg Street and Bridge Street will be resurfaced and new road markings presenting the revised traffic management along both streets will be installed.

## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### MacCurtain Street and Harley's Street

- Convert MacCurtain Street from one way eastbound to two-way traffic;
- Provide enhanced public realm to include, wider footpaths, a spill out area, trees, cycle parking, disabled parking spaces and the provision of set down spaces which can be temporarily converted to outdoor sitting areas under licence;
- Provide a paved shared surface area within a central position along MacCurtain Street to include its junction with Harley's Street;
- Pedestrianisation of Harley's Street with service access retained for premises directly accessed from Harley's Street;
- Provide two new bus stops on MacCurtain Street with associated bus shelters to the east of Harley's Street;
- Upgrade existing traffic signals to include provision of CCTV at the junctions;
- Upgrade the existing public lighting network along the street;
- Provide night time taxi rank.

### Cathedral Walk

- Convert Cathedral Walk from its junction with Watercourse Road to North Link Road (N20) from two eastbound traffic lanes to one east bound traffic lane and one westbound bus lane (24 hour);
- Provide a new signalised junction at the intersection of Watercourse Road, Cathedral Walk and Upper John Street;
- Provide bus priority at the junction of Cathedral Walk and North Link Road (N20).





## ST PATRICK'S HILL



BRIDGE STREET

## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### Camden Quay, North Link Road (N20) and Mulgrave Road

- Provide a new footpath and a new two-way cycle track to replace the existing southern footpath on Camden Quay;
- Remove the eastbound contra flow bus lane along the northern side of Camden Quay;
- Provide right turn lanes and ghost island road markings along the central median on the North Link Road within the scheme area;
- Provide new pedestrian gateway at the junction of Popes Quay and Mulgrave Road;
- Upgrade the junction of Camden Quay/Christy Ring Bridge to provide for enhanced pedestrian and cycle crossing on the bridge and revised traffic movements at the junction. The junction upgrade will include for the provision of CCTV and new traffic signals and bus priority measures;
- Provide new bus stop on Mulgrave Road and a new bus stop on Camden Quay;
- Replace a section of the existing northbound cycle lane with a new two way off road cycle track between Christy Ring Bridge and Popes Quay.

### Christy Ring Bridge and Lavitt's Quay

- Provide two eastbound general traffic lanes on Lavitt's Quay;
- Install a right turn restriction for all traffic, except for buses travelling from Lavitt's Quay to Christy Ring Bridge;
- Upgrade all traffic signals along the quay to include provision of CCTV;
- Provide set down spaces and a loading bay on Lavitt's Quay west of Emmet Place;
- Provide a new two-way cycle track on the eastern side of Christy Ring Bridge to replace one existing northbound traffic lane.

## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### Leitrim Street

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- Provide an inbound cycle lane;
- Provide an outbound cycle track between Hardwick Street and the North Link Road;
- Provide set down spaces, on-street parking and loading bays along the western side of the street;
- Reduce two southbound traffic lanes to one southbound traffic lane;
- Upgrade the existing public lighting network along the street;
- Upgrade all existing traffic signals along the street.

### Devonshire Street and Pine Street

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- Replace the existing eastbound lane with a westbound general traffic lane on Devonshire Street;
- Provide a westbound bus lane (24 hour) on Devonshire Street;
- Upgrade the existing footpaths and public lighting system;
- Provide a new signalised junction at the intersection of North Link Road and Devonshire Street;
- Provide additional on street parking and loading bay on Pine Street.

## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### St Patrick's Hill, St Patrick's Place and Wellington Road

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- Reverse the section of St Patrick's Hill between MacCurtain Street and St. Patrick's Place from southbound currently to northbound traffic flow;
- Relocate the existing on-street parking from the western side of the street to the eastern side of the street;
- Provide enhanced pedestrian facilities to include new pedestrian signalised crossings on St Patrick's Place and Wellington Road and a raised pedestrian table at the junction of Sidney Hill;
- Modify the existing parking in the vicinity of Sidney Hill to include the provision of set down spaces and a coach parking area.

### St Patrick's Quay

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- Provide a new two-way cycle track on the southern side of the Quay;
- Relocate some of the existing coach parking facilities to Anderson's Quay, Lower Glanmire Road and Alfred Street;
- Provide set down spaces on the western side of Mary Elmes Bridge and relocate loading and disabled parking bays from the northern side of the street to the southern side;
- Upgrade the traffic signals at the junction of St Patrick's Quay/Bridge Street and St Patrick's Quay/ Brian Boru Bridge;
- Upgrade the existing footpaths and public lighting network along the street.

## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### Penrose Quay

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- Modify the northern footpath on Penrose Quay approach to its junction with Brian Boru Street.

### Merchant's Quay

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- Replace one westbound general traffic lane with an eastbound general traffic lane;
- Replace a section of an existing eastbound cycle lane with a new two way off road cycle track;
- Relocate the existing pedestrian crossing on the street;
- Retain the existing loading bay on the southern side of Merchant's Quay;
- Upgrade all existing traffic signals along the street to include provision of CCTV;
- Install a right turn restriction for all traffic except for buses travelling between Merchant's Quay and St Patrick's Quay;
- Upgrade and modify the footpaths on both sides of the street to accommodate the new traffic management arrangements;
- Upgrade the traffic signals at the junction of Merchant's Quay/St Patrick's Street to accommodate new traffic arrangements.

### Brian Boru Bridge and Brian Boru Street

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- Convert one lane of Brian Boru Street from southbound traffic flow to northbound traffic flow;
- Convert a section of the central southbound traffic lane to a northbound right turn bus lane on Brian Boru Street;
- Convert one lane of Brian Boru Bridge from southbound traffic flow to northbound traffic flow.

## TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

### Summerhill North

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- Provide a bus only right turn lane from Summerhill North to MacCurtain Street.

### Lower Glanmire Road

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- Provide coach set down bays with associated shelters along the northern side of the existing bus only lane;
- Provide a new bus stop on the northern side of Lower Glanmire Road to include an enhanced waiting area for passengers;
- Upgrade footpaths on the northern side of the Lower Glanmire Road.

### Anderson's Quay and Surrounding Streets

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- On Anderson's Quay replace the westbound traffic lane with an eastbound traffic lane from its junction with Clontarf Street to Custom House Street;
- Provide a new coach parking area along the northern side of Anderson's Quay;
- Upgrade the public realm in the vicinity of the new coach parking area to include upgrades to the public lighting along the street;
- Upgrade the junction of Anderson's Quay and Clontarf Street.



## PART 8 DRAWING PROPOSALS

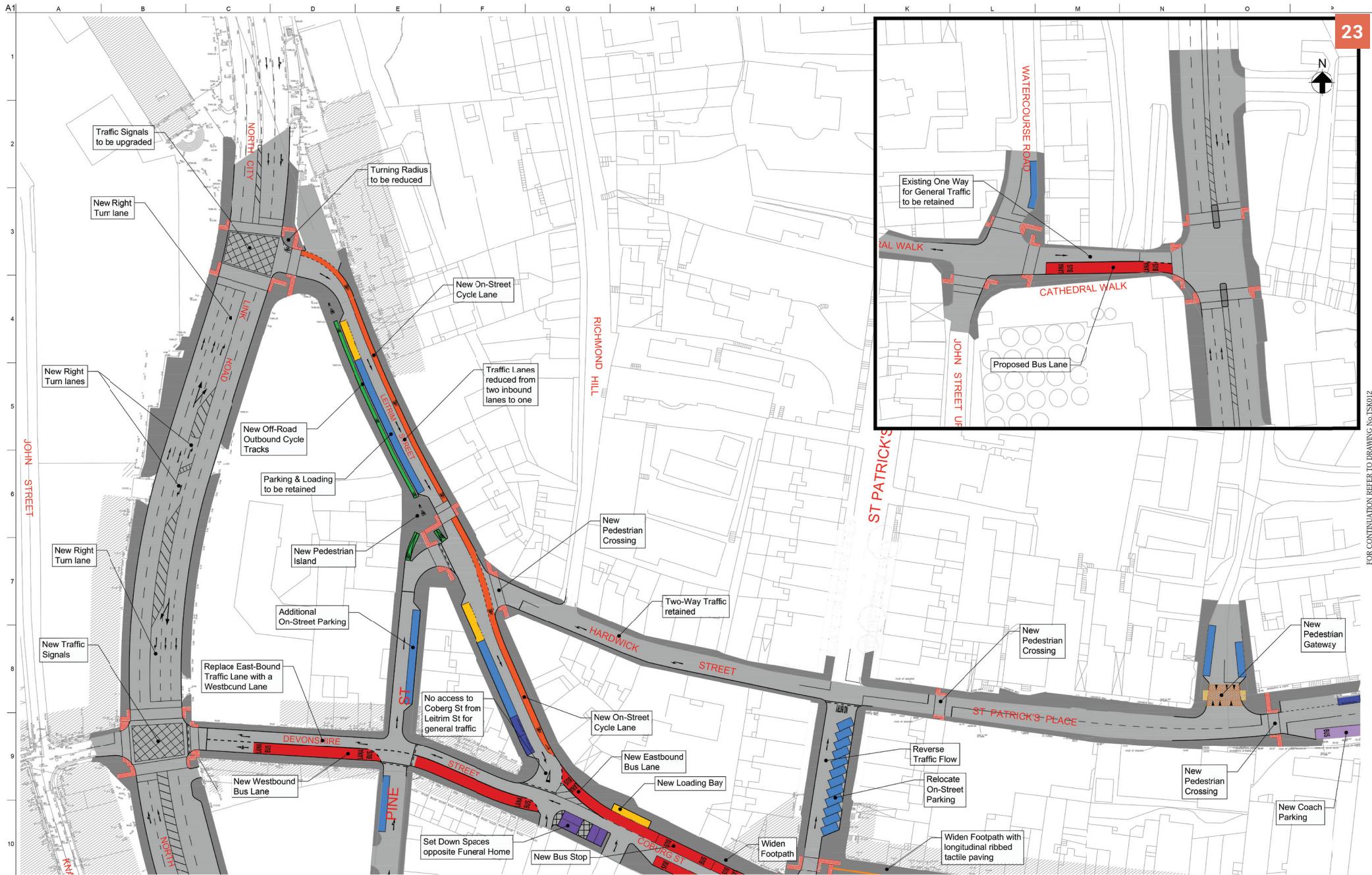
SK1 25/06/20 GMcT TL TL  
Issue Date By Chld Appd



Job Title  
MacCurtain Street  
Public Transport Improvement Scheme  
Scale at A1 NTS @ A1  
Discipline Consulting

**ARUP**

Drawing Title  
Part VIII  
Traffic Management Masterplan  
Index Sheet  
Drawing Status  
Information  
Job No 262931 Drawing No TSK000  
Issue SK1



## PART 8 DRAWING PROPOSALS

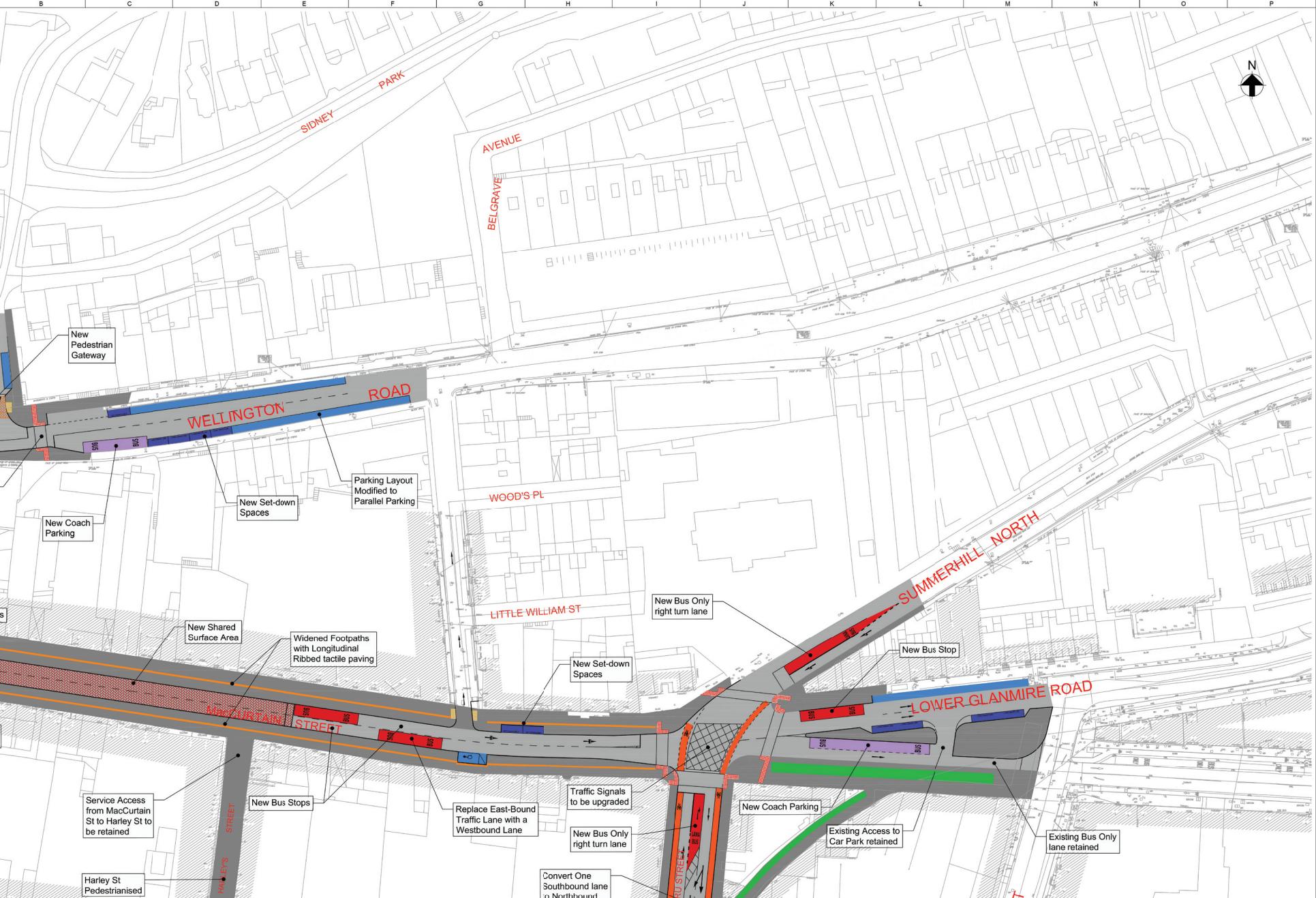
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Issue Date By Chld Appd

Cork City Council  
Comhairle Cathrach Chorclai

**ARUP**

Job Title: MacCurtain Street  
Public Transport Improvement Scheme  
Scale at A1 1:500 @ A1  
Discipline Consulting

Drawing Title: Part 8  
Traffic Management Masterplan  
Sheet 1 of 4  
Drawing Status: Information  
Job No: 262931 Drawing No: TSK011 Issue SK1  
ARUP 2020



## PART 8 DRAWING PROPOSALS

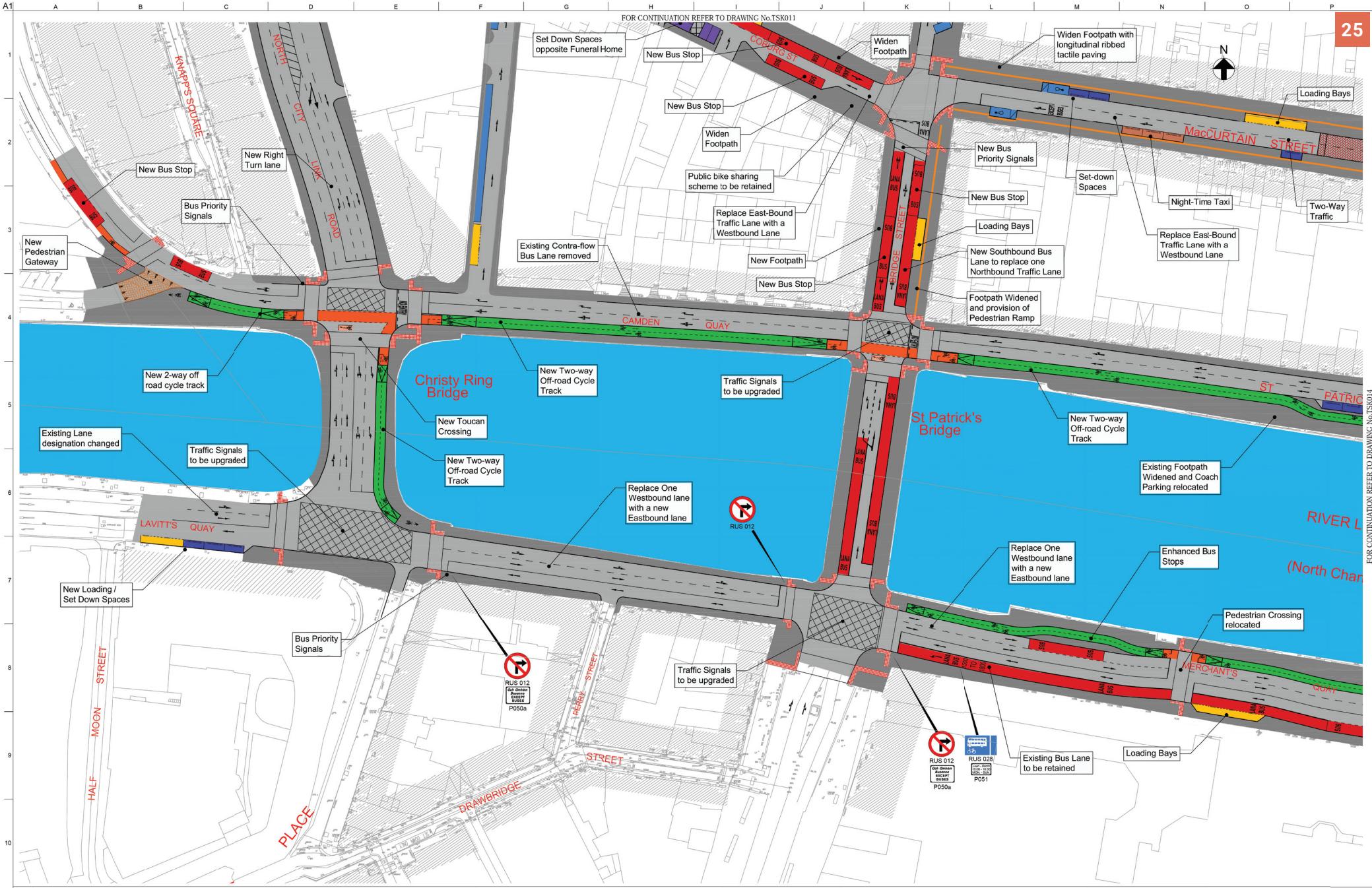
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Client Cork City Council  
Cork City Council Comhairle Cathrach Chorcl

Job Title MacCurtain Street Public Transport Improvement Scheme  
Scale at A1 1:500 @ A1  
Discipline Consulting

**ARUP**

Drawing Title Part VIII Traffic Management Masterplan Sheet 2 of 4  
Drawing Status Information  
Job No 262931 Drawing No TSK012 Issue SK1



Legend

- On-Road Cycle Lane
- Off-Road Cycle Track
- Parking Bays
- Set Down Only Bays
- Set Down / Night Time Taxi
- Loading Bays
- Coach Parking
- Proposed Bus Lane

## PART 8 DRAWING PROPOSALS

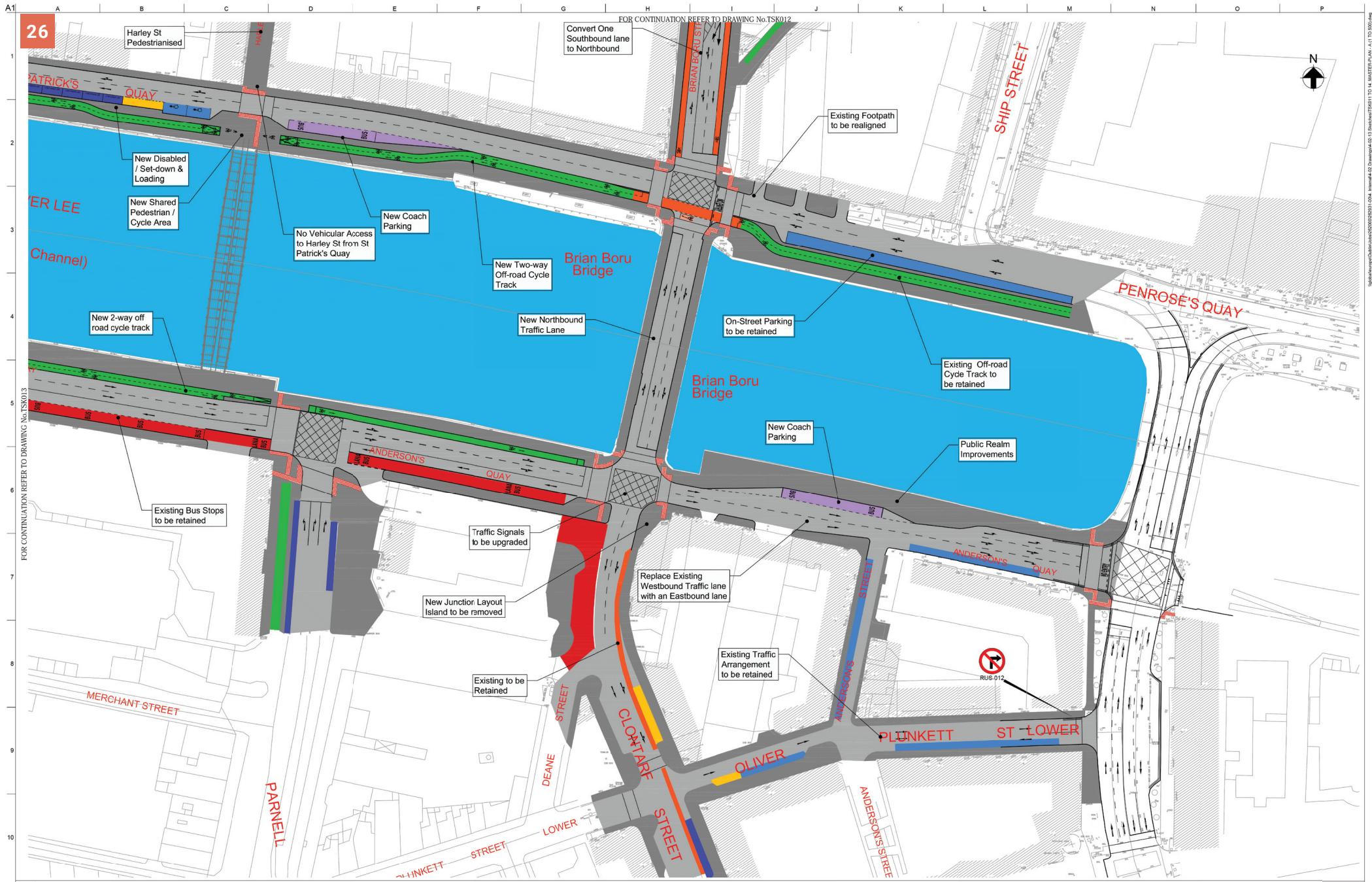
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Job Title: MacCurtain Street  
Public Transport Improvement Scheme  
Scale at A1 1:500 @ A1  
Discipline Consulting

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Drawing Title: Part VIII  
Traffic Management Masterplan  
Sheet 3 of 4  
Drawing Status: Information  
Job No: 262931 Drawing No: TSK013 Issue: SK1  
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## PART 8 DRAWING PROPOSALS

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Issue Date By Chld Appd

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Public Transport Improvement Scheme  
Scale at A1 1:500 @ A1  
Discipline Consulting

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Drawing Title  
Part VIII  
Traffic Management Masterplan  
Sheet 4 of 4  
Drawing Status  
Information  
Job No 262931 Drawing No TSK014  
Issue SK1



The site plan illustrates the proposed urban design for Coburg Street, showing the layout of the street and surrounding areas. Key features include:

- STREET:** The main street running through the area.
- CAMDEN PLACE:** A public space or plaza area.
- COBURG ST:** A street running parallel to the main street.
- BRIDGE STREET:** A street running perpendicular to the main street.

**Proposed Features:**

- Contrasted Texture Defining Pedestrian and Vehicle Space:** A circular inset showing a paved area with a textured surface.
- Planter to Absorb Levels Difference:** A circular inset showing a planter used to level a difference in ground level.
- Dual Light Post for Footpath and Road:** A circular inset showing a light post designed for both footpath and road lighting.
- 350mm Thick Dark Grey Natural Stone Kerb:** A circular inset showing a close-up of a dark grey stone kerb.
- Existing Hire Cycle Stands to Be Kept:** A circular inset showing existing hire cycle stands.
- Landmark Trees to Create Identity for the Place:** A circular inset showing a large tree intended to create identity for the place.

**KEY:**

- Proposed specimen street tree: Mature 50-60cm girth, 3.5m clear stem
- Proposed specimen street tree: Semi-mature 35-35cm girth, 2m clear stem, fastigiate habit
- Paving Type A: Light grey natural stone, large slabs
- Paving Type B: Light grey natural stone, medium slabs
- Paving Type C: Light grey natural stone, sets
- Paving Type A2: Rough textured light grey natural stone, large slabs
- Paving Type B2: Rough textured light grey natural stone, medium slabs
- Paving Type C2: Rough textured light grey natural stone, sets
- Paving Type A3: Light grey natural stone, large medium slabs
- Paving Type B3: Light grey natural stone, large long slabs
- Paving Type C3: Light grey natural stone, irregular edges and different colours
- Paving Type C5: Smooth finish, mixed grey colour natural stone sets
- Tactile Paving, controlled (Red)
- Tactile Paving, uncontrolled (Buff)
- Wheelchair access parking bay
- Existing mail boxes
- Proposed tree surround with natural stone
- Indicative position for lamp post
- Long linear bench with partitions and armrests
- Hire cycle stands
- Suggested beacon location
- Herbaceous planting bed
- 350mm thick dark grey natural stone kerbs
- 155mm thick light grey natural stone kerbs
- Proposed bus shelter or bus stop
- Cty of Cork litter bin
- ==== Suggested slot drain location
- Suggested socket location, disguised within the paving
- Proposed bollard
- To match existing new bollards at St Patrick's Quay

**Matchline:** A dashed line running vertically through the plan.

**Refer to Drg. No. PL100-02**

**North Arrow:** A compass arrow pointing North.

## NOTES:

- For pedestrian tactile paving location and materials please refer to traffic engineers details and specifications
- Lighting column locations are only indicative, final lighting strategy to be prepared by a lighting specialist
- The interface between pedestrian and vehicular movements will be highlighted with a clear texture difference in the paving material. Additional measures such as 50mm raised kerbs or bollards may be considered to highlight the segregation of movements
- Final tree locations subject to detail on-site inspection before installation

## PART 8 DRAWING PROPOSALS

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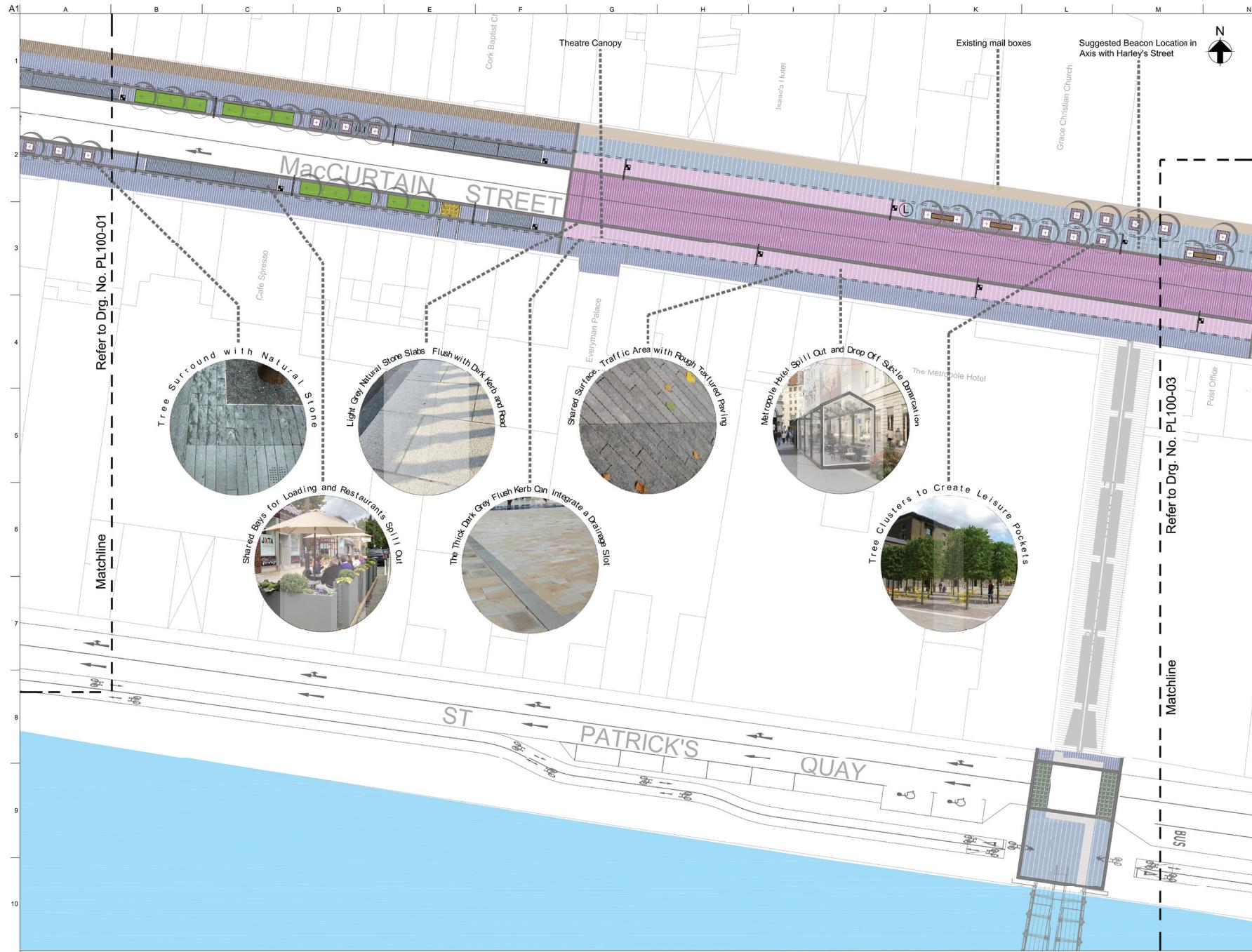


Cork  
City Council  
Comhairle Cathrach Choraidh

Job Title  
**MacCurtain Street  
Part VIII  
Proposed Public Realm**

ARUP

Drawing Title  
**Proposed Street Layout**  
Sheet 01 of 03  
Drawing Status  
**For Planning**  
Job No **262931-00** Drawing No **PL100-01**



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PL2	25/06/20	JF	AF	TL
Suitable For Planning				

Client  
**Cork City Cour**

 Cork  
City Council  
Comhairle Cathrach Choróib

Job Title  
**MacCurtain Street  
Part VIII  
Proposed Public Realm**

Scale at A1 1:250 @ A1 (1:500 @ A3)  
Discipline Transport Planning Group 1

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[www.arup.ie](http://www.arup.ie)

Drawing Title  
**Proposed Street Layout**

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Sheet 02 of 03

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Drawing Status  
**For Planning**

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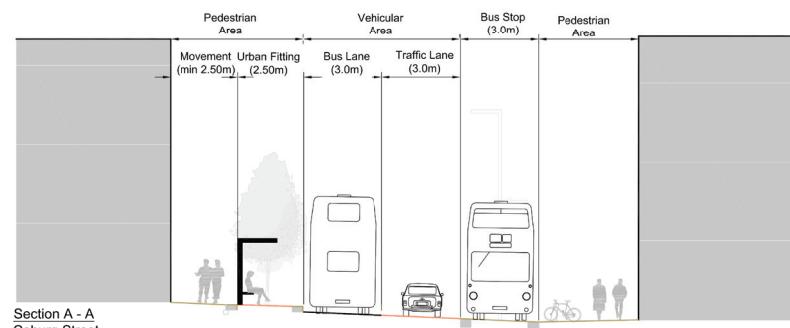
Job No <b>262931-00</b>	Drawing No <b>PL100-02</b>
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## NOTES

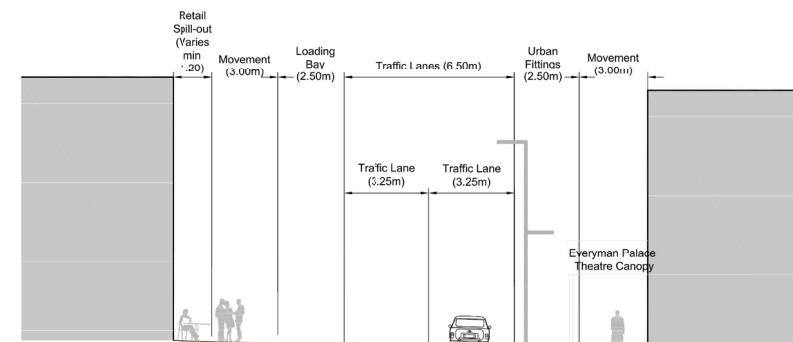
- For pedestrian tactile paving location and materials please refer to traffic engineers details and specifications
- Lighting column locations are only indicative, final lighting strategy to be prepared by a lighting specialist
- The interface between pedestrian and vehicular movements will be highlighted with a clear texture difference in the paving material. Additional measures such as 50mm raised kerbs or bollards may be considered to highlight the segregation of movements
- Final tree locations subject to detail on-site inspection before installation

## PART 8 DRAWING PROPOSALS

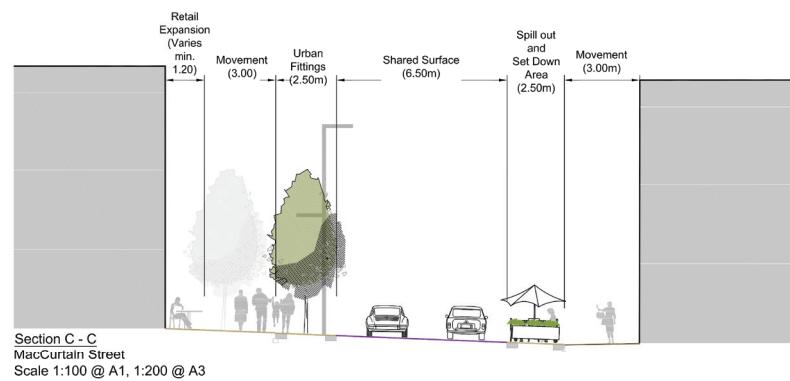
## Key Plan NTS



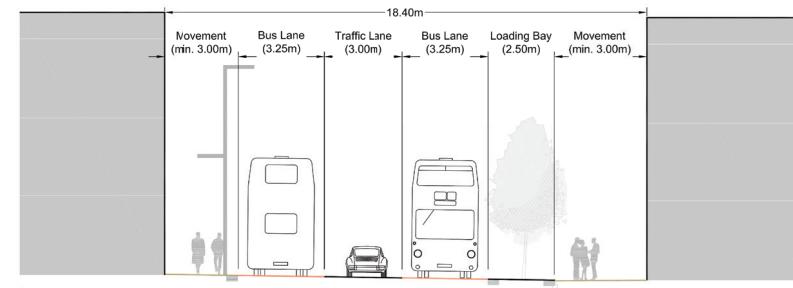
Section A - A  
Coburg Street  
Scale 1:50 @ A1, 1:100 @ A



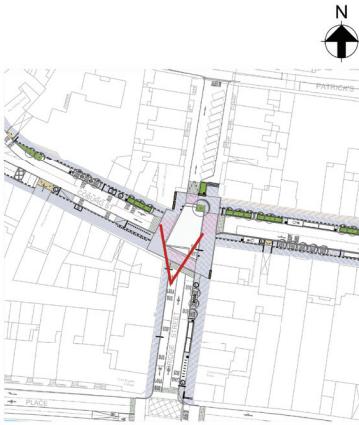
Section B - B  
MacCurtain Street  
Scale 1:100 @ A1, 1:200 @ A2



Section C - C  
MacCurtain Street  
Scale 1:100 @ A1, 1:200 @ A3



Section D - D  
Bridge Street  
Scale 1:100 @ A1, 1:200 @ A



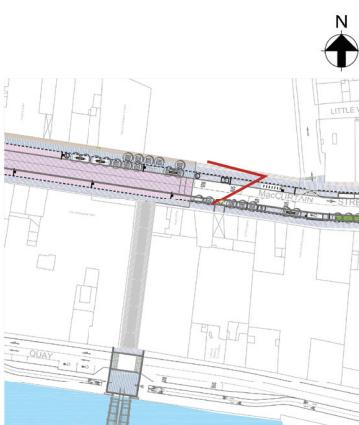
## Key Plan: View A



### VIEW A : Existing St Patrick's Hill Street



### VIEW A : Proposed St Patrick's Hill Street



### Key Plan: View B



#### **VIEW B : Existing MacCurtain Street**



VIEW B : Proposed MacCurtain Street

PL2	25/06/20	JF	AF	TL
Suitable For Planning				
PL1	09/01/20	JF	AF	JW

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Client  
Cork City Council

Job Title  
**MacCurtain Street  
Part VIII  
Proposed Public Realm**

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Scale at A1 **NTS**

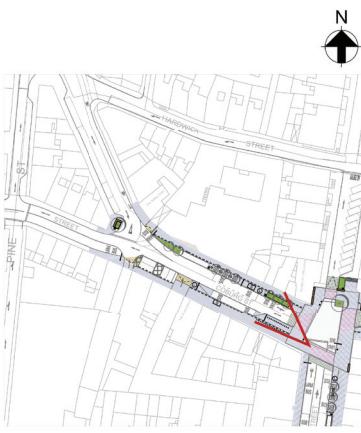
---

Discipline **Transport Planning Group**

ARUF

Drawing Title  
**Visualisationns A and B**  
**St Patrick's Hill Street &**  
**MacCurtain Street**

MacCurtain Street  
Drawing Status  
**For Planning**  
Job No 262931-00 Drawing No PI 100-20



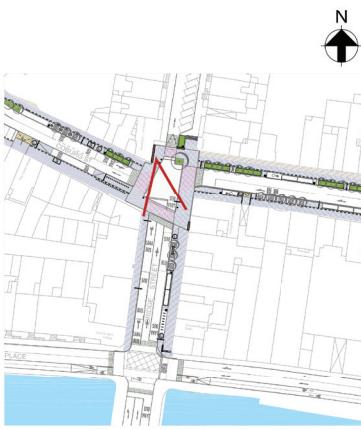
Key Plan: View C



VIEW C : Existing Coburg Street



VIEW C : Proposed Coburg Street



Key Plan: View D



VIEW D : Existing Bridge Street



VIEW D : Proposed Bridge Street

PL2 25/06/20 JF AF TL  
Suitable for Planning

PL1 09/01/20 JF AF JW  
Information Issue

Issue Date By Chkd Appd

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## PART 8 DRAWING PROPOSALS

Client  
Cork City Council



Job Title  
MacCurtain Street  
Part VIII  
Proposed Public Realm

Score at A1 NTS  
Discipline Transport Planning Group 1

**ARUP**

Area One, Aerial Office  
Cork, T12 XW6, Ireland  
Tel +353 (021) 422 3200 Fax +353 (01) 668 3169  
www.arup.ie

Drawing Title  
Visualisations C and D  
Coburg Street &  
Bridge Street

Drawing Status  
For Planning  
Job No 262931-00 Drawing No PL100-21  
Issue PL2

# Project Sequence

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Works will be carried out on a phased basis with the civil and electrical works required to upgrade the junctions along the quays. The construction works required to deliver the public realm enhancement works for Coburg Street, Bridge Street and MacCurtain Street will only commence following the upgrade works to the existing quays.

An implementation plan together with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders in advance of works. During construction a temporary Traffic Management Plan will be agreed with An Garda Síochána in advance of any works to mitigate the impact on the local residents and businesses. A publicity campaign will also be undertaken to explain to the public the changes as they are implemented.

# Habitats Directive Compliance

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In accordance with the Habitats Directive, an **Appropriate Assessment Screening** has been carried out on the project, in relation to any potential impacts upon the Cork Harbour Special Protection Area [Site No. 004030] and the Great Island Channel Special Area of Conservation [Site No. 001058]. The findings of the AA screening noted that no significant effects on any Natura 2000 sites is likely and it was not necessary to undertake any further stage of the Appropriate Assessment process.

In addition, the proposed development has been screened to determine whether an **Environmental Impact Assessment (EIA)** is required and it has been concluded that there will be no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required.



# Public Consultation

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Plans and Particulars of the proposed development, including an Appropriate Assessment screening report and an Environmental Impact Assessment screening report are available to view by visiting <https://consult.corkcity.ie/en>

Alternatively they will be available by appointment for inspection **on working days from Tuesday the 14th of July to Tuesday the 25th of August, 2020** at Reception Desk, Cork City Council, City Hall, Cork.

Please contact [transportforcorkcity@corkcity.ie](mailto:transportforcorkcity@corkcity.ie) or phone 021-4924247 to arrange an appointment or to receive a hard copy of the brochure outlining the background to the scheme.

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made

- in writing to Senior Engineer, Infrastructure Development, City Hall, Cork. It should be clearly marked **“MacCurtain Street Public Transport Improvement Scheme.”**

Or

- Electronically at <https://consult.corkcity.ie/en>

Closing date for all submissions is on or before 5.00 p.m. on **Friday the 11th of September, 2020.**

All comments, including names and addresses of those making submissions and observations, submitted to Cork City Council in regard to this scheme, will form part of the statutorily required report to be presented at the monthly meeting of Cork City Council. Accordingly, they will be included in the minutes of that meeting and may appear in the public domain. Cork City Council will retain data for no longer than is necessary and in accordance with the Council’s Retention Policy and relevant Data Protection legislation.

# MACCURTAIN STREET PUBLIC TRANSPORT IMPROVEMENT SCHEME

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Comhairle Cathrach Chorcaí  
Cork City Council



Údarás Náisiúnta Iompair  
National Transport Authority