MWP

PROPOSED RESIDENTIAL DEVELOPMENT, GERALD GRIFFIN STREET, CORK

Mobility Management Plan and Construction Traffic Management Plan

MMD Construction (Cork) Limited

August 2024

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Project No.	Doc. No.	Rev.	Date	Prepared By	Checked By	Approved By	Status
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1. Introduction

This Mobility Management Plan and Construction Traffic Management Plan has been prepared by MWP, on behalf of MMD Construction (Cork) Limited, for their proposed residential development at Gerald Griffin Street, Cork for Cork City Council.

This Mobility Management Plan and Construction Traffic Management is for submission to Cork City Council as part of the Part 8 planning application for the proposed residential development.

2. Methodology

This Mobility Management Plan and Construction Traffic Management has been prepared in the context of the following:

- Cork City Council's Cork City Development Plan 2022-2028;
- The National Transport Authority (NTA) Cork Metropolitan Area Transport Strategy (CMATS), in collaboration with TII, Cork City Council and Cork County Council;
- The NTA BusConnects Cork Sustainable Transport Corridors;
- The Chartered Institution of Highways and Transportation (CIHT) Guidelines For Providing Journeys On Foot 2000; and
- The Department of Transport Design Manual for Urban Roads and Streets (DMURS) Version 1.1 May 2019.

3. Description of Existing and Proposed Development

The proposed residential development site is located on the west side of Gerald Griffin Street on the north side of Cork city, as shown in Figure 1.

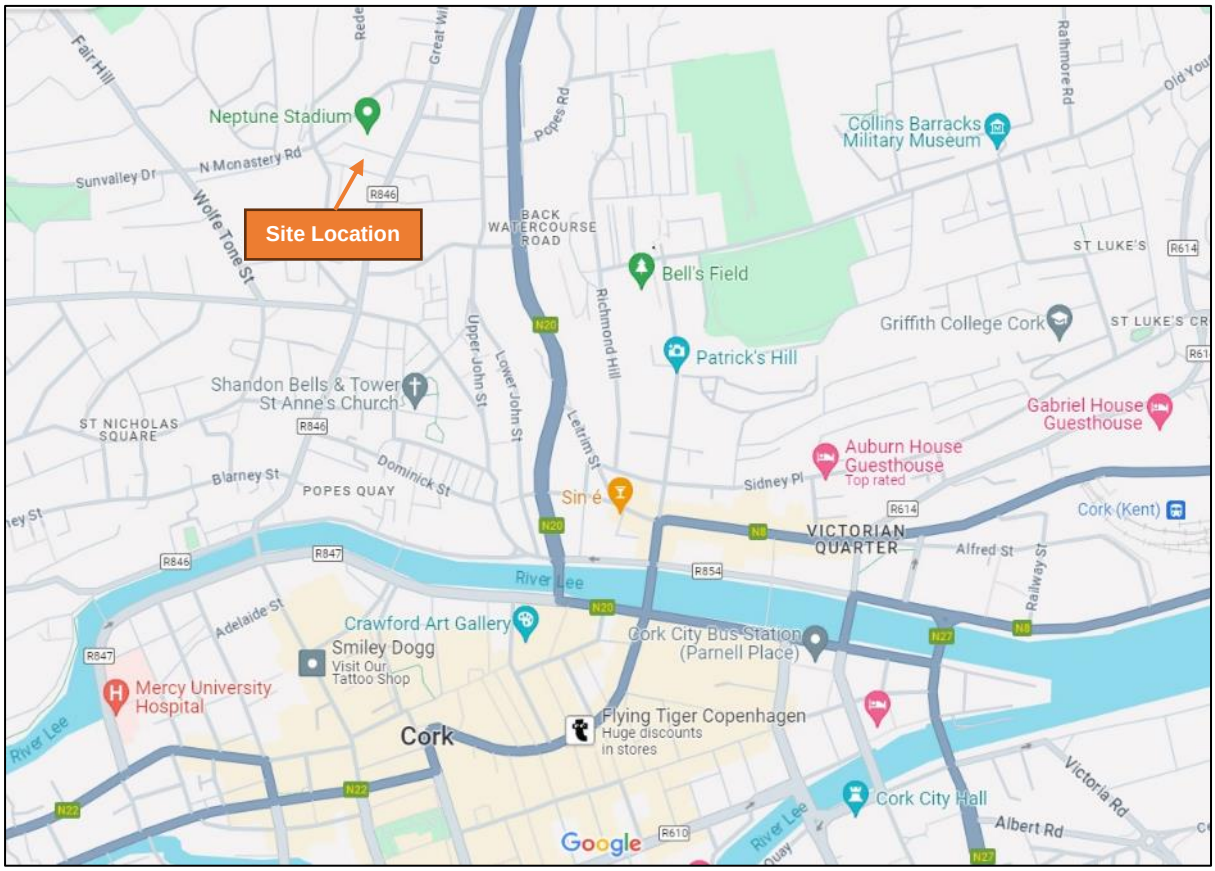

Figure 1: Site Location Map

The site is located along the north side of Gerald Griffin Avenue and along the south side of Burke's Avenue; and along the north east side of Saint Mary's Road and east side of North Monastery Road. Neptune Stadium is located on the north side of Burke's Avenue. A Local Street Site Location Map is provided in Figure 2.

The exiting site is a brownfield site, with a vehicle access on its east side on Gerald Griffin Street. The existing site has an inclining vertical gradient from east to west.

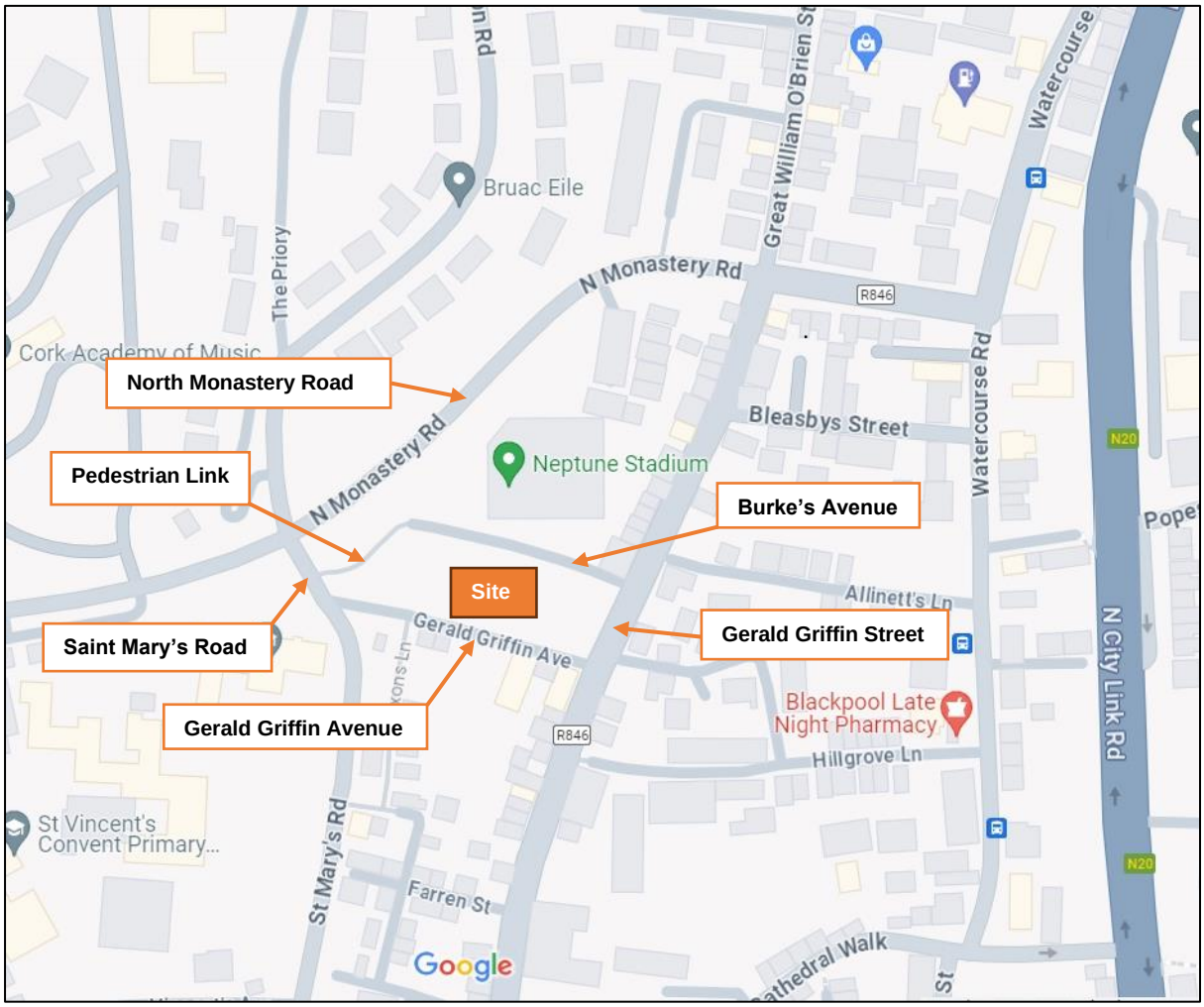

Figure 1: Local Street Site Location Map

The proposed residential development comprises 67 mixed-size units, including apartments and duplexes, in an integrated building of five blocks. A copy of the proposed development layout plan, provided for road safety audit, is provided in Figure 3.

The proposed scheme includes bicycle stores within the building blocks and external bicycle stands on the south side of the building. No car parking is proposed. A vehicle set down facility is proposed on Gerald Griffin Street, at the existing site vehicle access location.

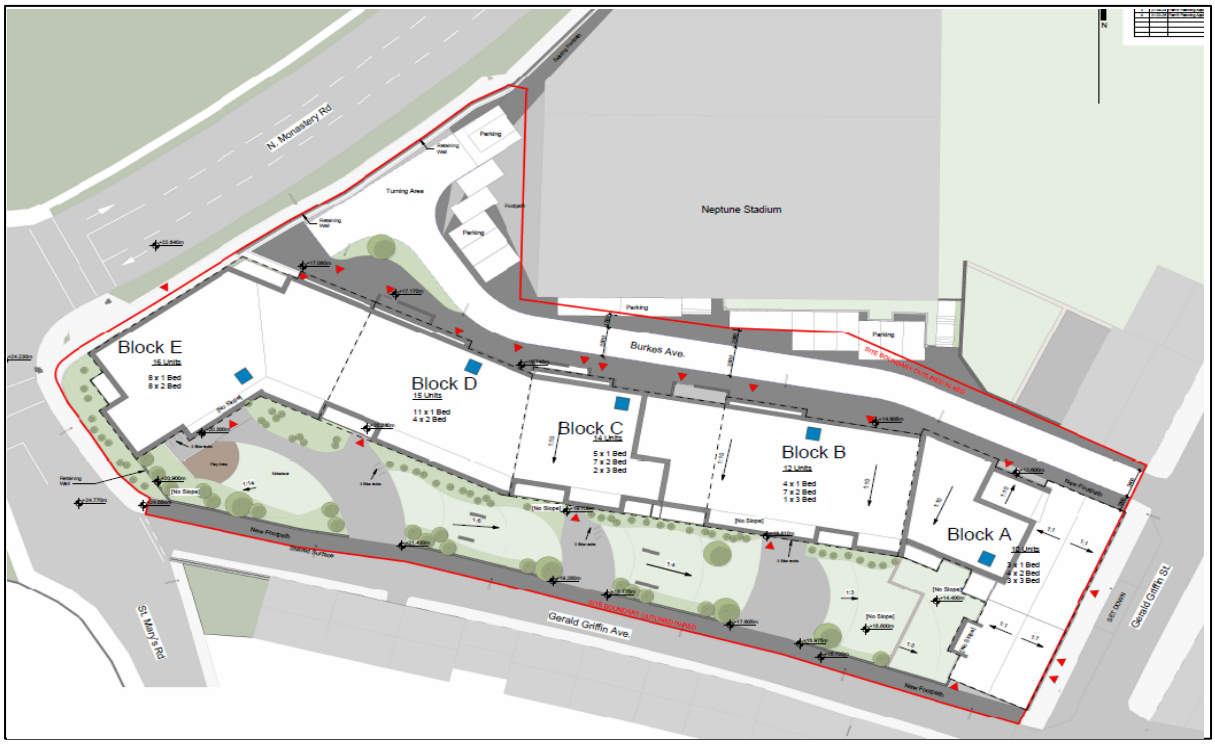

Figure 3: Proposed Development Layout Plan (Provided for RSA)

3.1 Proposed Upgraded Streets

The proposed scheme includes the upgrade of Gerald Griffin Avenue and Burke's Avenue. The proposed upgraded Gerald Griffin Avenue includes the retention of the existing south side footway, a 3.8 metres wide shared surface and a 2.0 metres wide north (site) side footway ('sidepath'). Widened pedestrian and cyclist areas, including for access, are proposed on the north side of the upgraded Gerald Griffin Avenue, together with landscape areas, seating, a play area and kickabout area.

The proposed upgraded Burke's Avenue includes a variable width north side footway, a typical 3.5 metres wide road carriageway and a variable width south (site) side footway with widened footway pedestrian areas. The proposed south (site) side footway extends from Gerald Griffin Street to North Monastery Road. A vehicle turning head facility is proposed at the west end of the upgraded Burke's Avenue.

3.2 Stage 1 Road Safety Audit

The proposed residential development, including the proposed development layout plan shown in Figure 3 above, has been subject to a Stage 1 Road Safety Audit, in the context of DMURS. The designer's proposed drawings in response to the audit and the audit report are included in the planning application submission to Cork City Council.

4. Existing Environment

4.1 Existing Street Network

The local street network, in the vicinity of the proposed residential development site, is shown in Figure 2 above.

The proposed residential development site is located within the Cork city 50 km/hour urban speed limit zone.

Adjacent to the site, Gerald Griffin Street is a two-way traffic street with permitted duration controlled disc parking on its west (site) side, with a total road carriageway width of circa 7.0 metres, a 2.7 metres wide west (site) side footway and a 3.7 metres wide east side footway.

Gerald Griffin Avenue is a one-way traffic street westbound, from Gerald Griffin Street to Saint Mary's Road, with a typical road carriageway width of 3.6 metres and a circa 1.2 metres wide south side footway at its eastern end; and a typical road carriageway width of 3.1 metres and a circa 0.9 metres wide south side footway at its western end.

The existing site has gated accesses on Burkes' Avenue. Burke's Avenue extends from Gerald Griffin Street with a shared surface width of 3.8 metres at its east end.

Saint Mary's Road and North Monastery Road are two-way traffic streets and form a traffic signals controlled junction at the south west of the site, with controlled crossing facilities for pedestrians. A continuous footway is provided adjacent to the existing site along the east side of North Monastery Road and north east side of Saint Mary's Road.

Gerald Griffin Street is part of the R846 Regional Road and links, locally on the north east of the site via Watercourse Road, with the N20 National Primary Road at the North City Link Road.

4.1.1 Existing Public Transport Services

Watercourse Road is approximately parallel with Gerald Griffin Street, locally to its east, and is served by Bus Éireann's Cork city service route numbers 203 and 215, as summarised in Table 1. The Bus Éireann bus stops, local to the proposed residential development site, are shown In Figure 4, and are located circa 190 metres and circa 220 metres walking distances from the proposed residential development site.

Bus Éireann Service Number	Route	Watercourse Road Stops Weekday Frequency/Times
203	Manor Farm – Parklands Drive via Merchant's Quay	30 minutes/7.00 a.m. to 11.00 p.m.
215	Mahon Point – Cloghroe via Blarney	30 minutes/7.00 a.m. to 11.00 p.m.

Table 1: Watercourse Road Bus Éireann Services

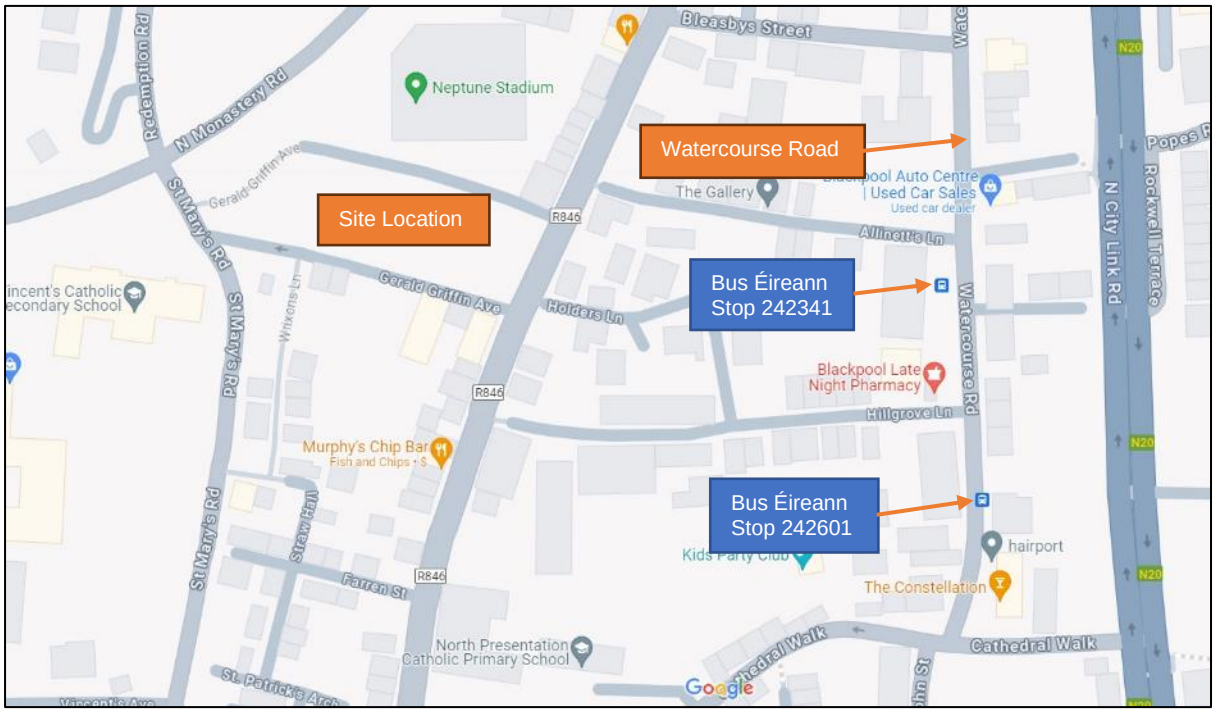

Figure 4: Local Bus Éireann Bus Stop Locations Map

The Transport For Ireland (TFI) Cork Bus and Train Services Map is shown in Figure 5.

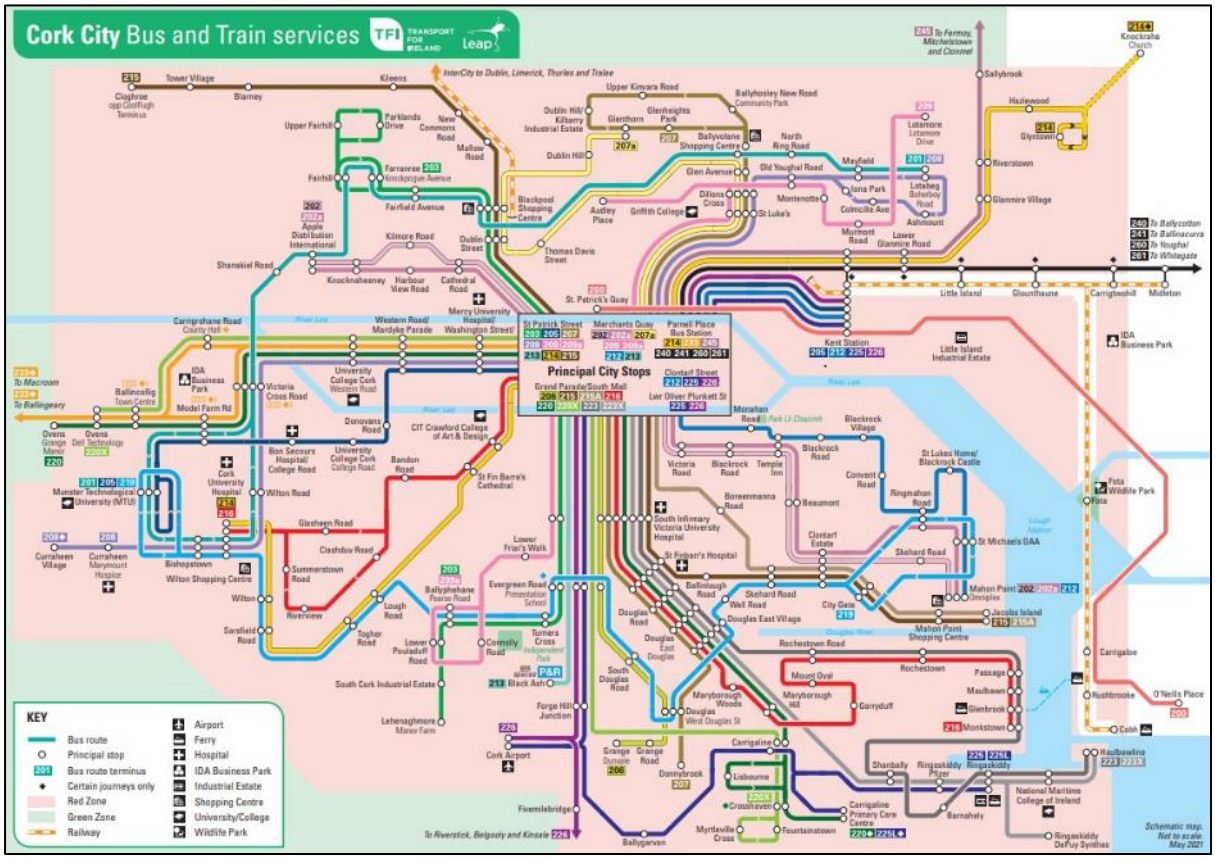

Figure 5: Cork Bus and Train Services Map

5. Future Conditions

The transportation policies, strategies and objectives of Cork City Council are set out in their Cork City Development Plan 2022-2028.

Cork City Council will work with the National Transport Authority on the implementation of the Cork Metropolitan Area Transport Strategy (CMATS) 2040 which is intended to incrementally deliver the specified transport infrastructure interventions and public transport services over time, to align with the continued growth of the City and wider Metropolitan Area.

5.1.1 Cork Metropolitan Area Transport Strategy (CMATS)

The Cork Metropolitan Area Transport Strategy (CMATS) has been developed by the National Transport Authority (NTA) in collaboration with TII, Cork City Council and Cork County Council. CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area to cover the period up to 2040.

Cork City Council's proposed BRT has been replaced in CMATS with a proposed new Light Rail Transit (LRT), higher capacity/frequency, tram system for the east-west transit corridor. The CMATS Light Rail Route Alignment Map for the proposed LRT is shown in Figure 6.

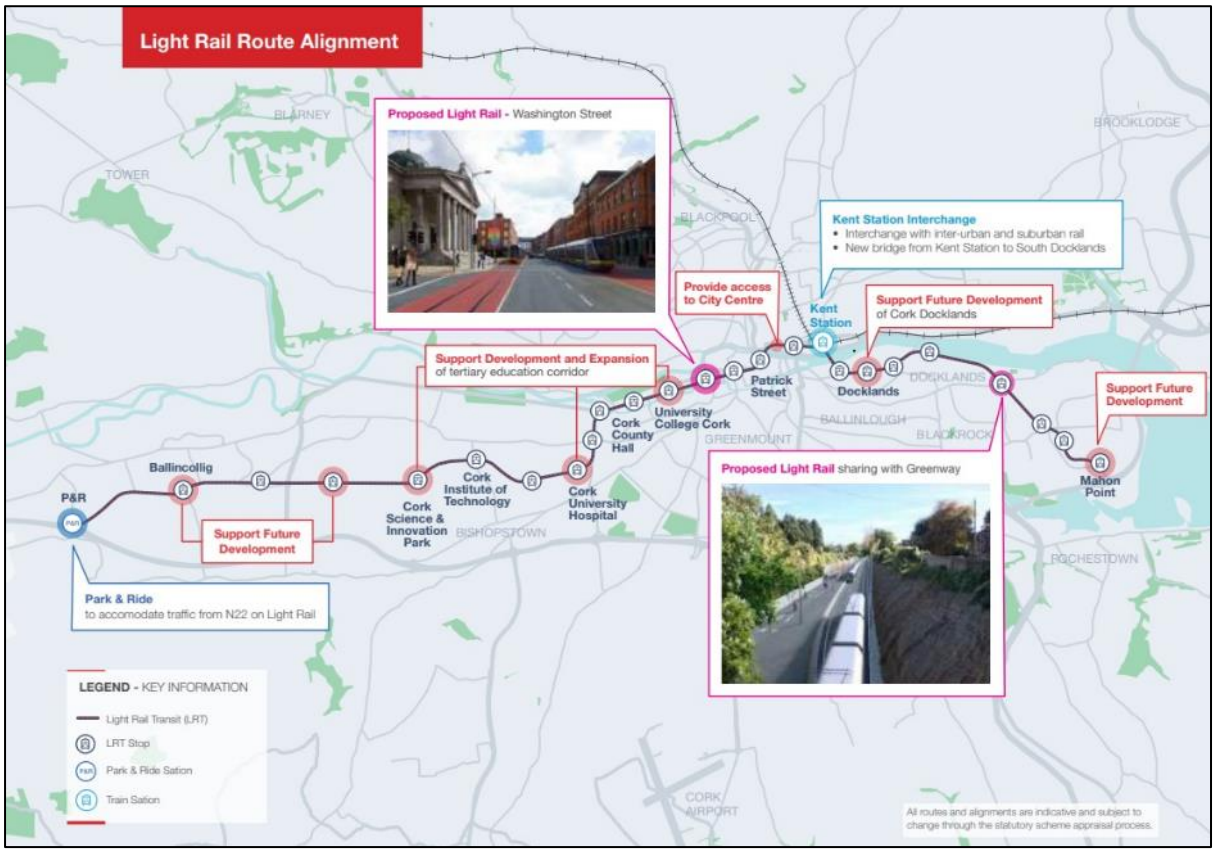

Figure 6: Light Rail Route Alignment Map

The CMATS Public Transport Network Map, CMATS Cycle Network Map and CMATS BusConnects Route Map are shown in Figures 7, 8 and 9, respectively.

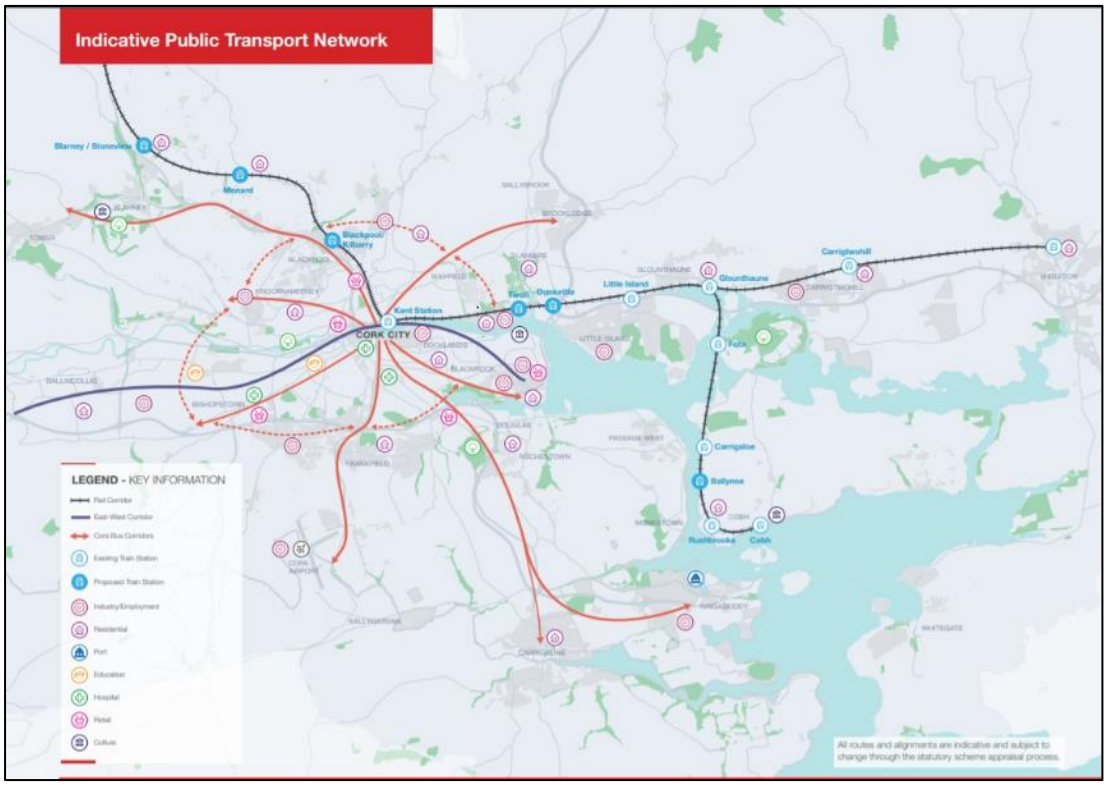

Figure 7: CMATS Public Transport Network Map

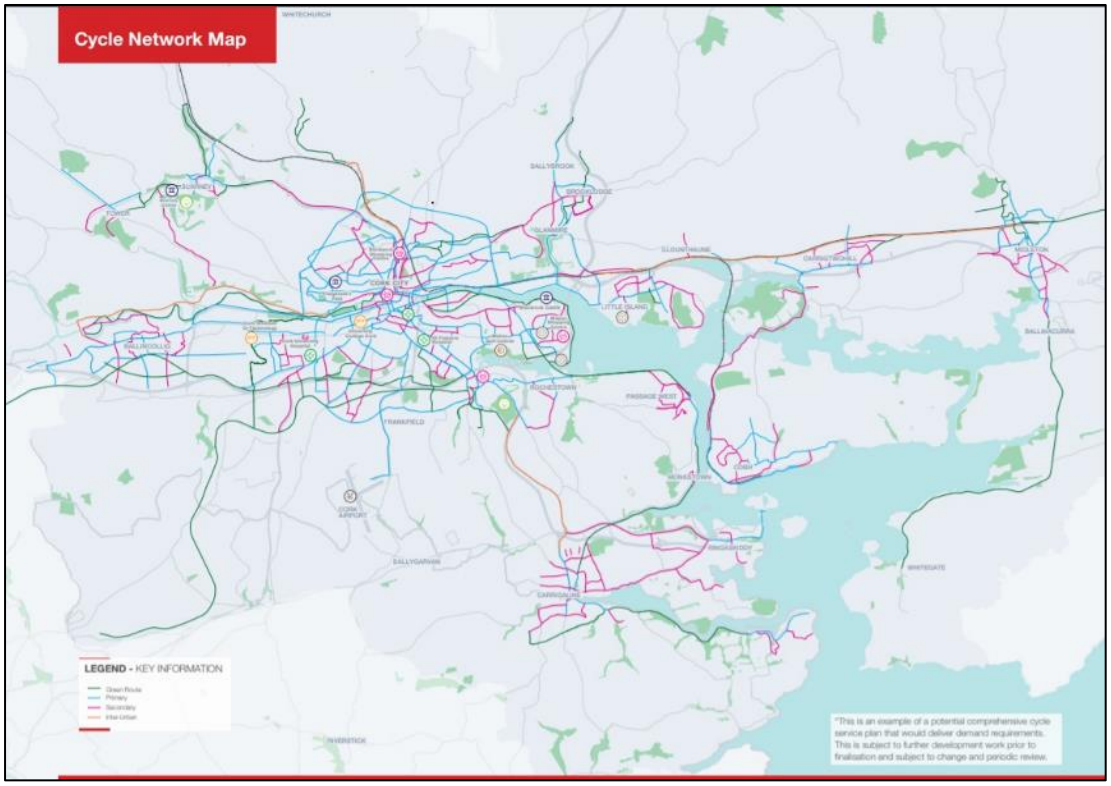

Figure 8: CMATS Cycle Network Map

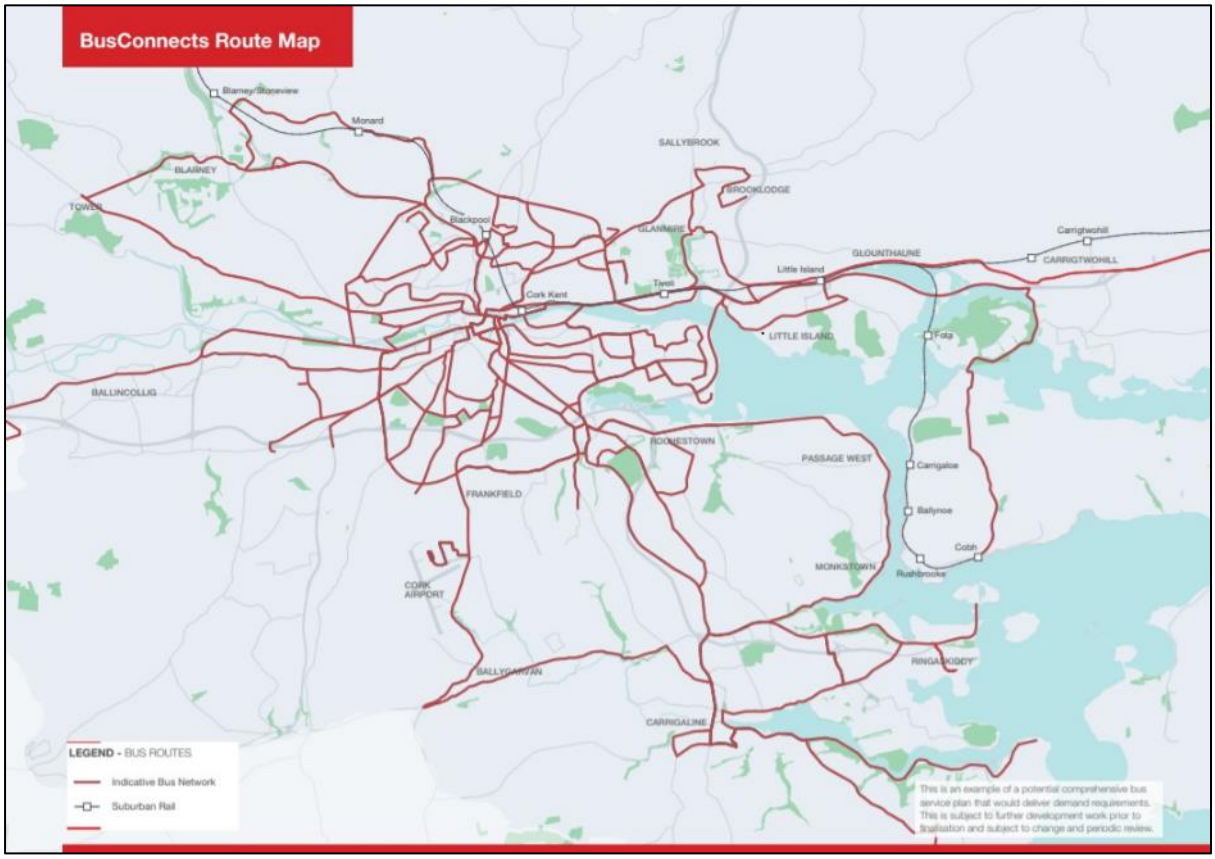

Figure 9: CMATS BusConnects Route Map

5.1.1.1 CMATS Outcomes

The predicted outcomes identified by CMATS include the following:

- *"Demand for car travel will reduce"*;
- *"Overall reduction in car use"*; and
- *"The modal shift away from car will result in reduced congestion"*.

5.1.2 BusConnects Cork Blackpool to City Sustainable Transport Corridor

The BusConnects Cork Blackpool to City Transport Corridor, including Gerald Griffin Street, Watercourse Road and North Monastery Road, is at the preparation of the preferred route stage, by Jacobs on behalf of the NTA.

A copy of the Blackpool to City Corridor map provided on the BusConnects Cork website is provided in Figure 10.

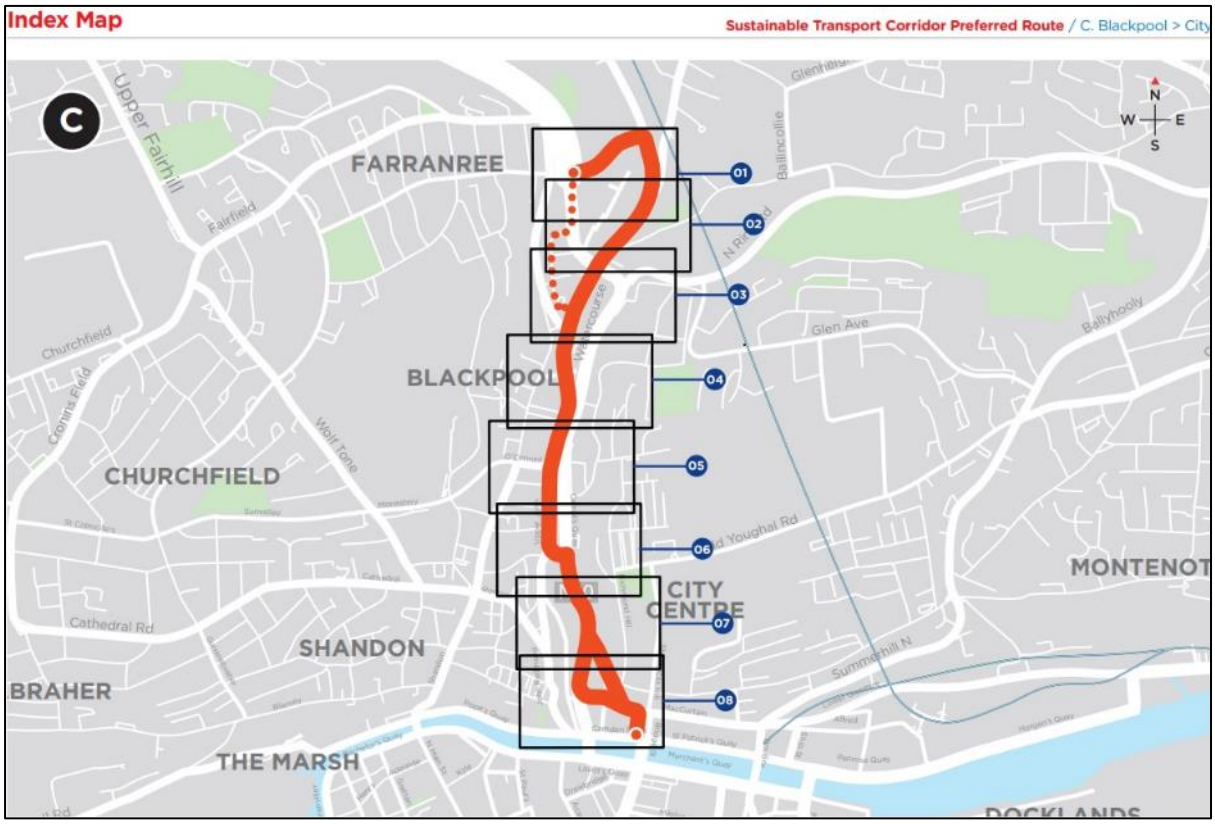

Figure 10: Blackpool to City Sustainable Transport Corridor Map (BusConnects Cork)

The BusConnects Cork Blackpool to City Sustainable Transport Corridor includes the retention of the existing Bus Éireann bus stops on Watercourse Road, located circa 190 metres and circa 220 metres walking distance from the proposed residential development site, as shown in the Blackpool to City Sustainable Transport Corridor Map 6 provided in Figure 11. The Sustainable Transport Corridor includes pedestrian and cyclist facilities.

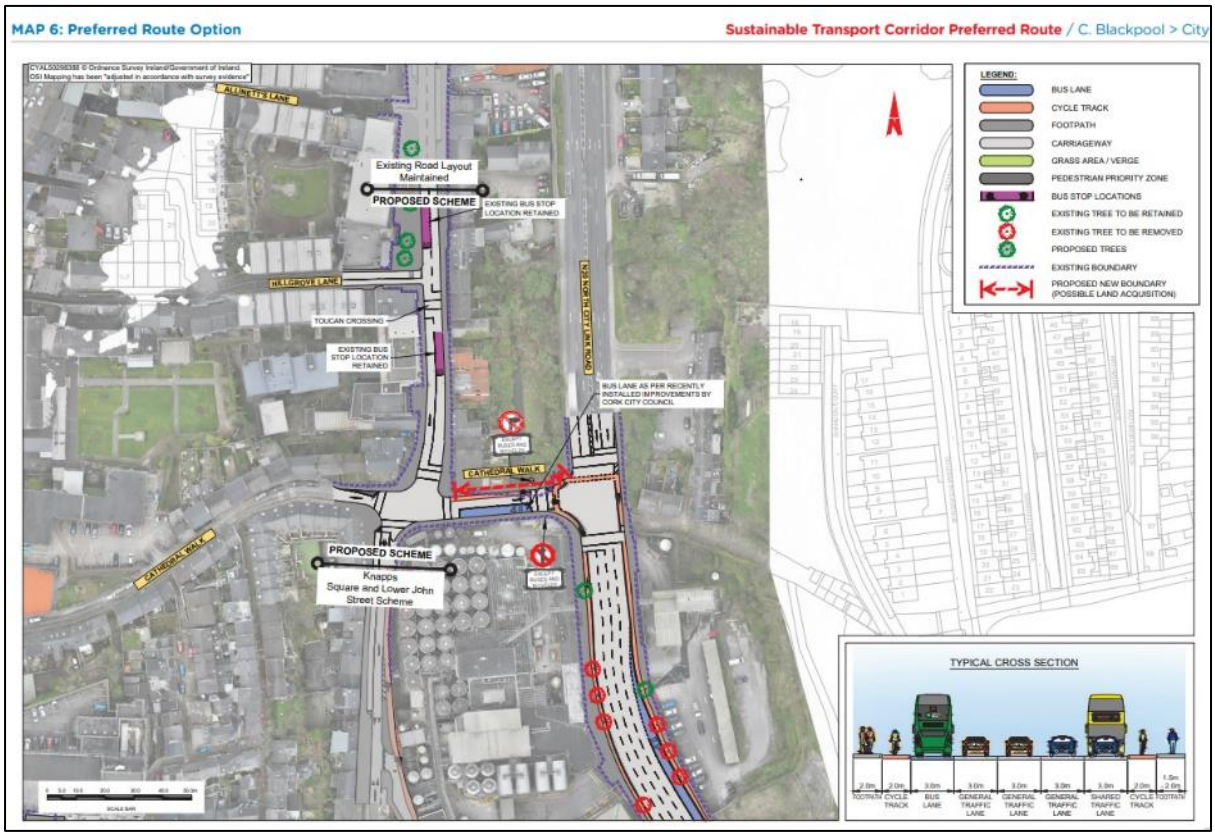

Figure 11: Blackpool to City Sustainable Transport Corridor Map 6 (BusConnects Cork)

The BusConnects Cork Sustainable Transport Corridors map, for the 11 proposed Sustainable Transport Corridors for Cork, is provided in Figure 12.

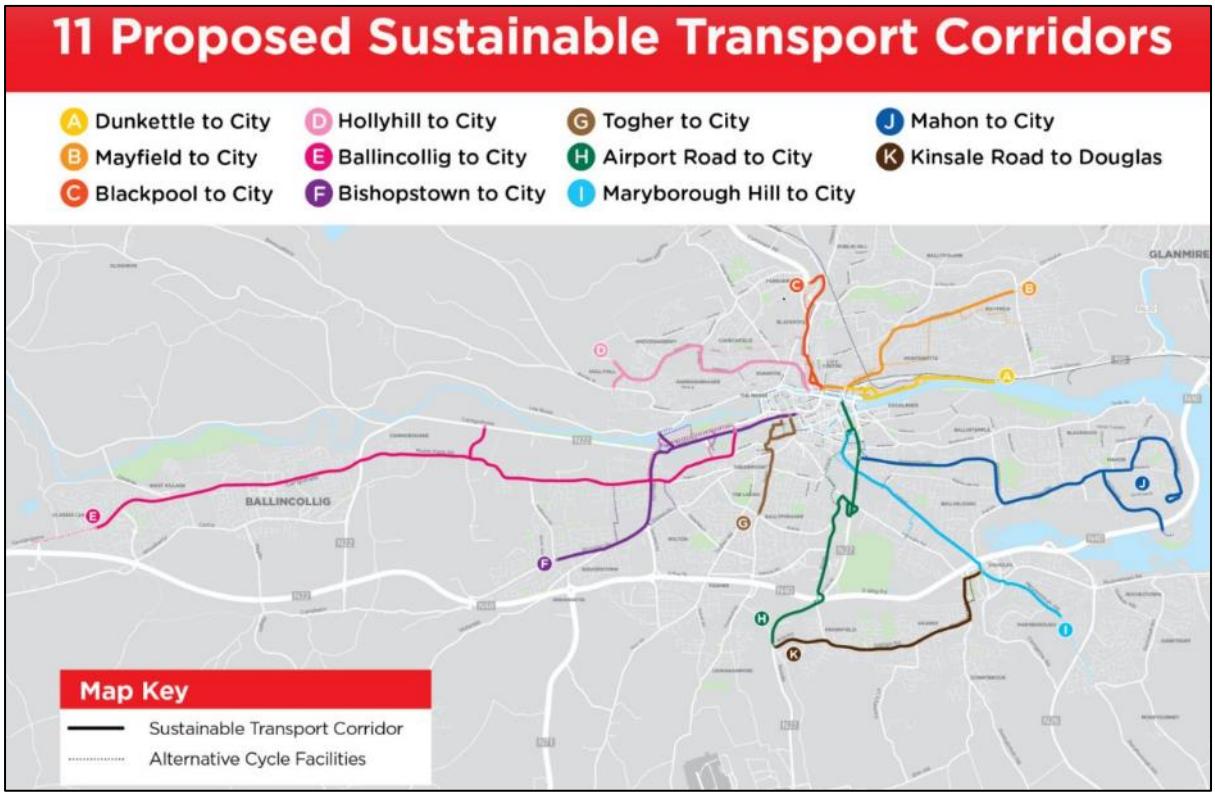

Figure 12: BusConnects Cork Sustainable Transport Corridors Map

6. Operational Mobility Management Plan

The proposed residential development will support the objectives of the Cork City Development Plan and its identified CMATS outcomes, to reduce private car use, car travel and traffic congestion, as referenced in the foregoing Section 5.1.1.1.

6.1.1 Parking

The proposed scheme includes bicycle stores within the building blocks and external bicycle stands on the south side of the building.

No car parking is proposed. A vehicle set down facility is proposed on Gerald Griffin Street, at the existing site vehicle access location.

6.1.2 Access and Upgraded Streets

A continuous footway is proposed along the full extent of the proposed development site on all its sides, as shown in the foregoing Figure 3. On-street/footway building entrances are proposed to the residential building blocks.

The proposed scheme includes the upgrade of Gerald Griffin Avenue and Burke's Avenue. The proposed upgraded Gerald Griffin Avenue includes the retention of the existing south side footway, a 3.8 metres wide shared surface and a 2.0 metres wide north (site) side footway ('sidepath'). Widened pedestrian and cyclist areas, including for access, are proposed on the north side of the upgraded Gerald Griffin Avenue, together with landscape areas, seating, a play area and kickabout area.

The proposed upgraded Burke's Avenue includes a variable width north side footway, a typical 3.5 metres wide road carriageway and a variable width south (site) side footway with widened footway pedestrian areas.

The proposed Burke's Avenue south (site) side footway extends from Gerald Griffin Street to North Monastery Road, providing a new pedestrian link for all local users.

6.1.3 Walking, Cycling and Public Transport Trips

The proposed residential development will predominately generate walking, cycling and public transport trips, and will be located convenient to the proposed Blackpool to City Sustainable Transport Corridor.

The Bus Éireann bus stops on Watercourse Road, local to the proposed residential development, are located circa 190 metres and circa 220 metres walking distances from the proposed residential development site. The BusConnects Cork Blackpool to City Sustainable Transport Corridor includes the retention of the existing Bus Éireann bus stops on Watercourse Road.

The proposed residential development is located within circa 690 metres walking distance of North Main Street on the Cork city central island, and within circa 800 metres walking distance of Blackpool Shopping Centre at Dublin Street.

The proposed residential development will be located within acceptable walking distance of public transport and local town centre facilities and services, on the basis of the CIHT Guidelines For Providing Journeys On Foot suggested acceptable walking distances, provided in Table 2.

Suggested Acceptable Walking Distances (metres)			
	Town Centre	Commuting/School	Elsewhere
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 2: CIHT Guidelines For Providing Journeys On Foot

The proposed residential development will be located well within acceptable walking distance of local schools, including Gaelcholáiste Mhuire, North Monastery and North Presentation.

7. Proposed Construction Traffic Management Plan

Following any planning permission and any associated planning conditions, a finalised Construction Traffic Management Plan will be submitted to Cork City Council for approval, prior to construction.

All construction traffic management works shall be in accordance with the following:

- Health & Safety at Work Act 2005;
- Safety, Health and Welfare at Work (Construction) Regulations 2013;
- Safety, Health and Welfare at Work (Control of Noise at Work) Regulations 2006;
- The Department of Transport Traffic Signs Manual Chapter 8;
- The NTA Traffic Management Guidelines;
- The Health and Safety Authority (HAS) Guidelines for Working on Roads; and
- S.I. No. 638/2006 Road Traffic (Control of Traffic) Regulations 2006.

7.1.1.1 Construction Phasing

Subject to planning permission, the proposed residential development on-site construction is scheduled for circa 24 months, from circa 2025 to 2027.

7.1.1.2 Construction Site Access

Temporary construction site access(es) would be provided on a phased construction basis on Gerald Griffin Street and ***?? (to be confirmed)***, with a temporary ***?? (to be confirmed)*** traffic system to avoid potential vehicle conflicts.

7.1.1.3 Construction Vehicle Routes

It is proposed that all construction delivery vehicles will travel to and from the site via the N20 Cork North City Link Road and its R846 Watercourse Road junction, via the R846 Gerald Griffin Street.?? (to be confirmed) shown in Figure 13.

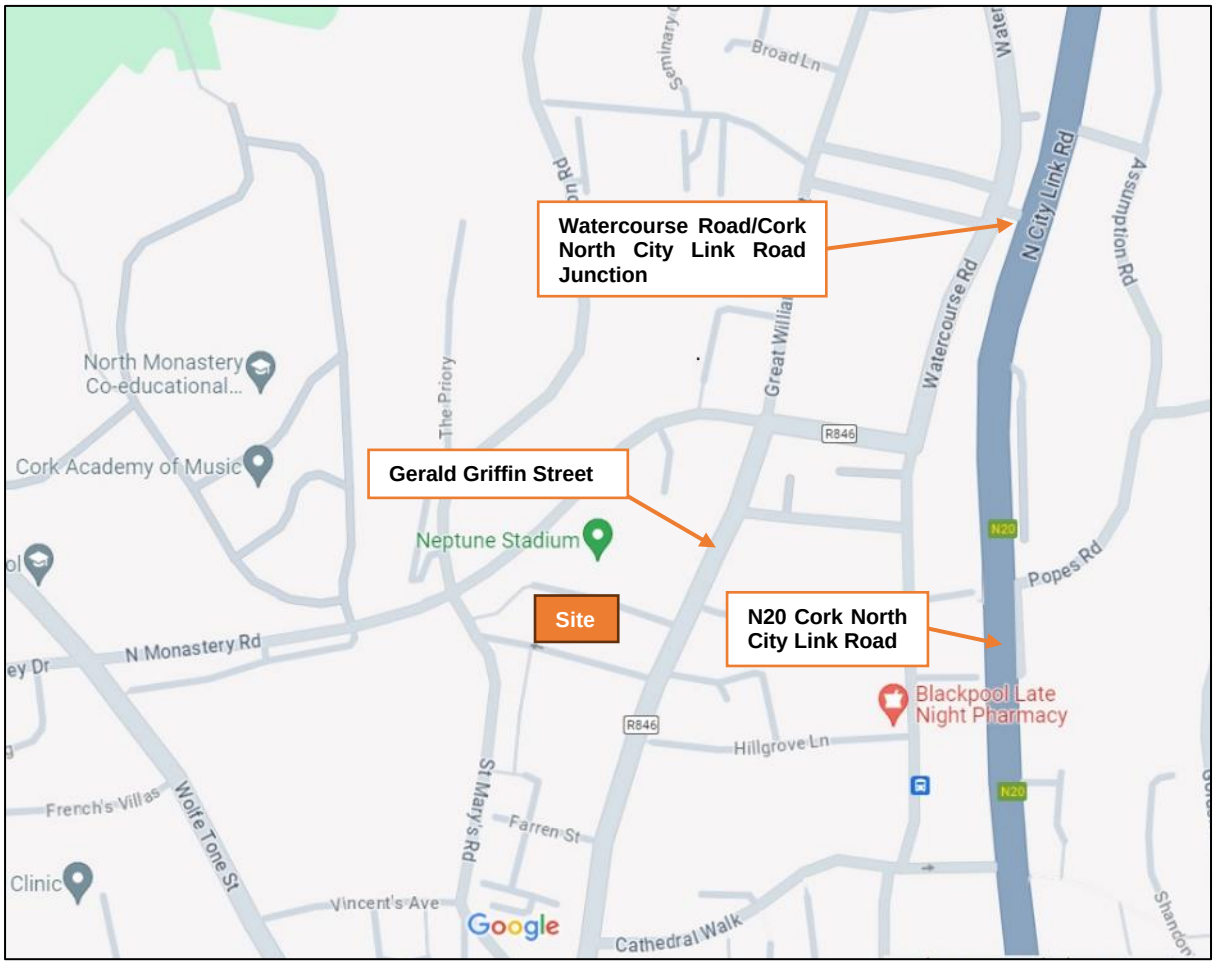

Figure 13: Proposed Development Construction Vehicles Route

7.1.1.4 Temporary Construction Compound and Parking

A relatively small temporary construction site compound would be available within the proposed site, outside the proposed building footprint (plan area) for construction. A just-in-time supply chain management system for material deliveries and waste management removal will be operated. This will include associated off-site manufacturing and prefabrication, as appropriate.

No on-site construction car parking will be provided. Temporary off-site construction parking will be arranged locally and included in a proposed finalised Construction Traffic Management Plan to be submitted to Cork City Council for approval, prior to construction.

7.1.1.5 Construction Staff Numbers

The proposed development construction is expected to include a typical total of 20 on-site construction staff, and a peak on-site total of up to circa 30 construction staff.

7.1.1.6 Construction Crane

A temporary construction fixed crane would be located within the proposed site, outside the proposed building footprint (plan area) for construction, and relocated on a phased construction basis.

7.1.1.7 Construction Hoarding

It is proposed that the temporary construction site hoarding for construction would enclose the full extent of the site, with a construction site access gate.

The temporary construction site hoardings would be set back 0.6 metres form the public road carriageway edges. Construction hoardings will be removed incrementally to facilitate the completion of services work, footways and upgraded street works.

7.1.1.8 Construction Hours

The proposed construction on-site working hours are from 7.30 a.m. to 6.00 p.m. Monday to Friday, and from 7.30 a.m. to 4.00 p.m. on Saturdays.

7.1.1.9 Construction Demolition

As the existing site is a brownfield site, demolition works for removal off-site would be minimal and mainly relate to the site walled boundaries. Demolition material would be removed to a licenced recycling facility by a licenced haulier.

7.1.1.10 Construction Excavation

The proposed construction excavation phase is scheduled for a total of circa 11 weeks. Excavated volumes would be removed to licenced landfill using standard trucks, via the N22 National Primary Road.

7.1.1.11 Community Liaison

The main construction contractor contract manager and project manager will be based on site and will be available to liaise with the community. Contact phone numbers will be displayed on construction site signage. The construction contractor will provide regular updates to the community on the progress on the project, liaise regarding any construction issues, and address any issues that might be raised by local residents. The construction contractor will also liaise with Cork City Council.

7.1.1.12 Proposed Upgraded Streets

The proposed scheme includes the upgrade of Gerald Griffin Avenue and Burke's Avenue. Temporary, short period, vehicle traffic diversions and road closures would be required for the upgraded street works and service connections to the public road, with the prior approval of Cork City Council. Pedestrian access would be continuously maintained along the existing Gerald Griffin Street footway (south side). Local residents and businesses would be informed in advance of the upgraded street works.

7.1.1.13 Construction Deliveries

Materials delivery would be scheduled outside the morning and evening peak traffic periods. Only time essential deliveries, including in-situ concrete, would be delivered during peak traffic periods.

Peak construction generated traffic volumes would be relatively low, and would occur mostly during off peak traffic periods. Construction traffic volumes generated during the peak traffic hours would not be significant.

7.1.1.14 Construction Vehicle Wheel Wash

Construction vehicle wheel wash facilities will be provided on-site. A specialist road washing and cleaning vehicle will be used regularly to maintain public roads, as appropriate.

7.1.1.15 Construction Signage

All necessary construction signage and other measures required by Cork City Council will be provided.