

COMHAIRLE CATHRACH CHORCAI
CORK CITY COUNCIL
Infrastructure Development Directorate



CURRAGH ROAD SCHEME

NOTICE UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT
ACT, 2000 AND PART 8 OF THE PLANNING AND DEVELOPMENT
REGULATIONS, 2001

March 2021

Table of Contents

- 1.0 Introduction
- 2.0 Part 8 Planning Process
- 3.0 Existing Junction Layout
- 4.0 Proposals of the Scheme

1.0 Introduction

The Curragh Road Scheme is located on the southside of Cork City. It extends along the Curragh Road and Kinsale Road in the vicinity of their junction with each other and with Pearse Road and Green Lawn. It encompasses part of Tory Top Road and Pearse Road.

The existing junction is a complicated layout that is not optimal for safe and efficient use by sustainable and vulnerable transport users.

The overall objective is to deliver enhanced facilities for all road users but with particular benefits for pedestrians, cyclists and public transport users while providing, in as much as possible, for the efficient movement of vehicular traffic.

The project will deliver enhanced accessibility for pedestrians to local shops and other services as well as public transport. It will reduce the road width to be traversed by pedestrians at Tory Top Road junction with Pearse Road, as well as providing safer pedestrian crossing at the junction of Curragh Road, Kinsale Road, Pearse Road and Green Lawn.

The project will deliver upgraded cycling facilities along Curragh Road, Pearse Road and Kinsale Road.

The proposed scheme will offer the following benefits:

- Provide facilities that will encourage commuters and residents to use sustainable modes of transport, as lack of existing facilities results in more car based trips for short journeys.
- New footpaths and improved crossing facilities will allow vulnerable road users access to local amenities.
- The scheme will reduce road safety risks at this location.

2.0 Part 8 Planning Process

Details of the proposed works including an Appropriate Assessment screening report and Environmental Impact Assessment screening report are available for inspection online at <https://consult.corkcity.ie> and also at **Reception Desk, Cork City Council, City Hall, Anglesea Street, Cork** via appointment only on working days from the 5th March 2021 to the 16th April 2021 between 9.00am and 4.00pm.

Submissions and observations in relation to this proposal should be made electronically through <https://consult.corkcity.ie/en/> or forwarded in an envelope marked **“Curragh Road Scheme”** to Senior Engineer, Infrastructure Development, City Hall, Anglesea Street, Cork. Final date for submissions is 4.00pm on the 30th April 2021.

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.

3.0 Existing Junction Layout

The existing junction is a complicated layout that is not optimal for safe and efficient use by sustainable and vulnerable transport users.

The existing alignment and definition of the Curragh Road, Kinsale Road, Pearse Road and Green Lawn junction, and the Pearse Road, Tory Top Road junction are not optimal, particularly on Pearse Road where there are large, open areas of carriageway. In addition the layby in the area to the north west of the main junction is often used as a “rat run” from Pearse Road on to Curragh Road.

The existing pedestrian facilities are generally of good standard. They are however mostly located on the perimeter of this proposed scheme area, and linkage between them is poor. Controlled pedestrian crossing facilities are provided at the Curragh Road, Kinsale Road, Pearse Road and Green Lawn junction.

The existing cycle facilities comprise inbound and outbound on road cycle lanes on Curragh Road and Kinsale Road. There are no existing cycle facilities on Pearse Road.

There are two existing bus stops within the scheme area: one located on Curragh Road within the layby to the north west of the main junction, the second on Pearse Road adjacent to the commercial premises.

4.0 Proposals for the Scheme

Cork City Council proposes to undertake the following works in order to deliver enhanced facilities for all road users, but with particular benefits for pedestrians, cyclists and public transport users while providing, in as much as possible, for the efficient movement of vehicular traffic:

- Realignment of Curragh Road, Kinsale Road, Pearse Road and Green Lawn junction.
- Realignment of Tory Top Road, Pearse Road junction.
- Closing off existing entrance & exit, and provision of new entrance/exit, to properties to the west side of Curragh Road on north west side of the main junction.
- Provision of improved pedestrian facilities with upgrades and buildouts of footpaths and provision of pedestrian crossings. These will provide improved pedestrian crossing facilities and reduce the road width to be traversed by pedestrians at Tory Top Road junction with Pearse Road via raised table uncontrolled pedestrian crossing, as well as safer pedestrian crossing at the junction of Curragh Road, Kinsale Road, Pearse Road and Green Lawn.
- Provision of additional green space with low level planting at new buildouts.
- Provision of upgraded on road cycle lanes on Curragh Road and Kinsale Road, new on road cycle lanes on Pearse Road, and new cycle facilities on the route from Pearse Road to Curragh Road.
- Relocation of existing bus stops on Curragh Road and Pearse Road.

Refer to drawings CR-COVER, CR-LOC-001 and Curragh 01 for an overview of the proposed works.

In accordance with the Habitats Directive, 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]. In addition, the proposed development has been screened to determine whether an E.I.A. is required.