



Comhairle Cathrach Chorcaí
Cork City Council

**TOGHER PUBLIC REALM
ENHANCEMENT SCHEME
SUMMARY OF PROPOSALS**

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SUMMARY OF PROPOSALS

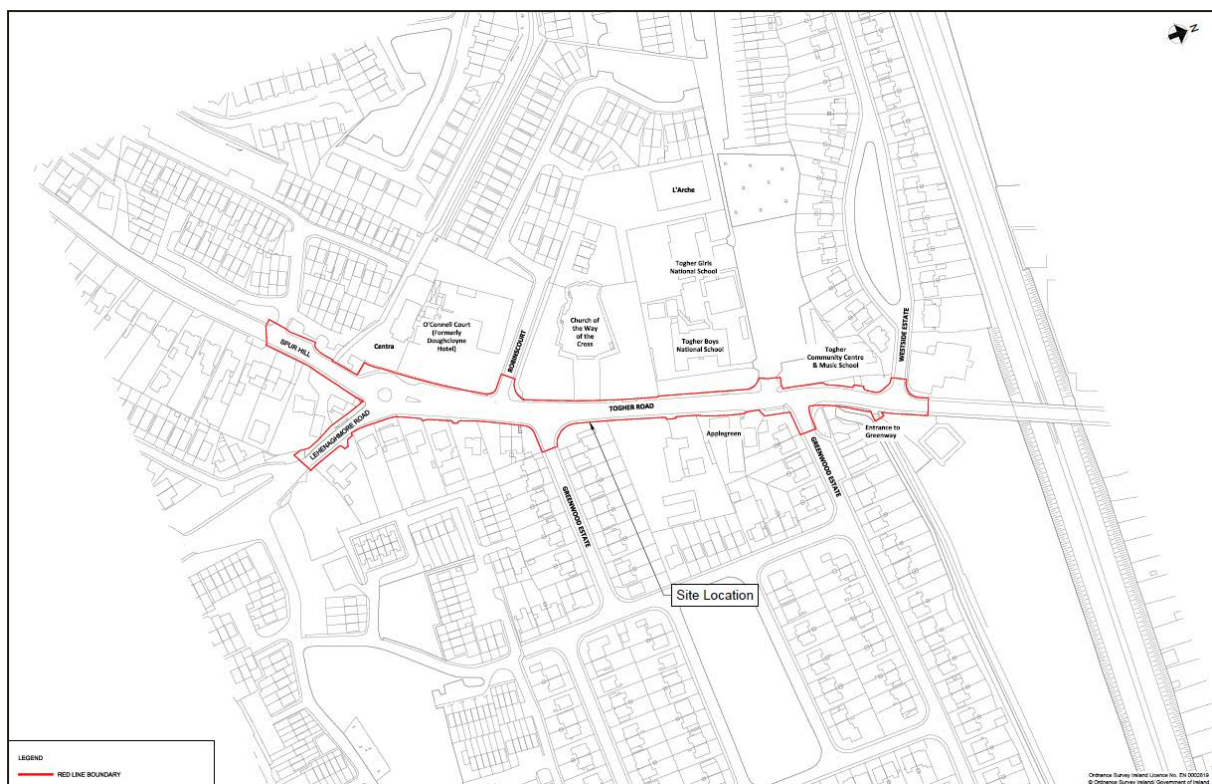
1 BACKGROUND

Cork City Council is availing of the opportunity to improve the existing streetscape and transport operation of the identified study area in conjunction with the Douglas Flood Relief Scheme (Togher Main Works Contract).

The Douglas Flood Relief Scheme will be delivered under two contracts in Togher, the Togher Services Diversions Contract and the Togher Main Works Contract. The Togher Services Diversions Contract will be undertaken initially to divert the services as required to facilitate the second contract (Togher Main Works) which will involve the construction of the flood relief culvert. The Togher Road will be temporarily reinstated following completion of the Togher Services Diversions Contract. The Public Realm Enhancement works will be delivered within the reinstatement works required under the Togher Main Works Contract.

The preliminary design for the public realm enhancement includes a general narrowing of road carriageway widths to achieve wider footpaths and a safer road environment for cyclists, improved crossing facilities for pedestrians, and a redesign of Togher Cross Roundabout to a continental style roundabout. The scheme therefore provides pedestrian and cycling facilities which the existing route is currently lacking.

2 LOCATION AND EXTENT OF WORKS



3 SCHEME OBJECTIVES

The overall goal of the project is to produce a combined streetscape/traffic design proposal in a manner that helps achieve the vision of Cork City Council. The design should create:

- Attractive, welcoming and increasingly accessible public spaces that serve as public gathering spaces and complement the diversity of surrounding land uses;
- Streetscape and public space design that fosters an active pedestrian environment and serves a diversity of uses;
- Functional streetscapes that preserve and highlight the quality of the area;
- Streetscape designs, including simplicity of associated materials that can easily be kept clean and maintained over time;
- Sustainable design methods and practices that reflect a commitment to principles of environmental stewardship;
- A plan that can be implemented cost-effectively and in phases, if necessary;
- A reduction of both vehicular speeds and congestion, particularly at Togher Cross Roundabout;
- Consideration for the implementation of the objectives outlined for the route within the Cork Cycle Network Plan.

4 SCHEME PROPOSALS

In general, the proposals include:

- Applying a design speed of 30 km/hr to the study area to reflect the village nature of the area and take cognisance of the presence of two primary schools in the village;
- Improving pedestrian facilities by widening footpaths throughout to a minimum width of 2m. Provide safe raised crossing points at each junction with Togher Road and at strategic crossing points along Togher Road, while in turn narrowing the roadway with a desirable width of 6m minimum;
- Addressing the congestion issues apparent along the route, both through design of the Togher Cross roundabout and addressing the informal on-street parking and setting down regime;
- The creation of a consistent and legible landscape strategy along the route;
- The formalisation of the soft mode connection between the existing greenway, the schools, and the route through to the residential areas to the west;
- Recognising that the existing roundabout layout is currently a barrier to movement in Togher and improvement of this junction.

The main features of the proposed scheme are listed below and are shown in drawings T0100-01, T0100-02 and T0100-03 which accompany this planning application:

- At the proposed Togher Cross continental style roundabout:
 - the roundabout geometry will be tightened to increase the deflection for vehicles traversing the roundabout and to create opportunities for larger pedestrian areas and landscaping in the vicinity, as well as reducing crossing widths for pedestrians crossing the arms. Due to the HGV traffic using the roundabout, an over-run area will be required in the central island;
 - in order to facilitate the HGV movements from the Lehenaghmore Road arm to the Spur Hill arm in a safe manner for all road users, it is proposed to purchase approximately

- 3.7m² of the existing property to the south of the roundabout (in addition to the land acquisition proposed as part of the main Douglas Flood Relief Scheme), including the relocation and reconstruction of a 4.5m long section of the existing boundary wall. This will enable a 2m wide footpath be constructed around the corner as well as the provision of an over-run area for HGVs;
- a raised pedestrian crossing will be provided at each arm, with a median island on the Togher Road arm to provide a resting place, if necessary, for vulnerable road users when crossing;
 - the existing access to Centra will be maintained as existing with a dropped kerb for vehicles to access;
 - existing local accesses to the residential and retail units on the east side of the roundabout will be maintained with dropped kerbs provided; and
 - soft landscaping will be provided both on the central island and at the roundabout edges as part of the landscaping strategy and will be provided in such a manner so as not to affect visibility.
- On the Lehenaghmore Road arm of the Togher Cross roundabout:
 - the existing footpaths alongside the residential units will be widened to a minimum width of 2m, removing the existing pinch point;
 - the current open drainage channel is to be filled in as part of the Douglas Flood Relief Scheme (Togher Main Works Contract) works, and this area will now be used to create a wide pedestrian space; and
 - the existing pedestrian crossing has been observed to be unsafe for pedestrians due to an apparent lack of legibility of the crossing, and therefore it is proposed to be formalised into a raised crossing affording further priority to pedestrians.
 - On the Spur Hill arm of the Togher Cross roundabout:
 - the existing footpaths on both sides of the road will be widened to a minimum width of 2m;
 - the existing bus stop on the northbound lane will be reoriented to an inline bus stop; and
 - turning radii on the entrance to the Sandown Crest estate will be tightened to 3m in combination with widening of the footpaths.
 - Along Togher Road:
 - consistently along the roadway the road width will be reduced to a minimum of 6m, footpaths will be widened to a minimum of 2m on the east side of the road, and on the west side of the road a 3.5m wide mixed facility will be created with a landscaped buffer along the road edge. The footpaths will be constructed with a high-quality concrete finish;
 - raised pedestrian crossings will be provided across each minor junction and at vehicular accesses for increased pedestrian safety;
 - raised pedestrian crossings will be provided at three key locations across Togher Road for increased pedestrian permeability and safety;
 - formal parking (including 1 no. designated space to match existing) will be provided on the east side of the road opposite O'Connell Court;
 - an off-street raised set-down area will be provided in front of the Church in conjunction with a raised table to cater for Church uses (e.g. funerals);
 - a designated set-down area will be provided in front of Togher National Boys School to

- cater for school uses;
 - the existing one-way in and out access/egress arrangements for the two zones of the Church car park are to be consolidated into two single access/egress points in order to reduce the number of conflict points between road users and to create a more legible access arrangement;
 - the current open channel adjacent to the existing signalised crossing is to be filled in as part of the Douglas Flood Relief Scheme (Togher Main Works Contract) works, and this area will now be used to create a new public space with associated street furniture and seating area;
 - a new 3.5m wide mixed facility will be provided connecting the existing Togher Greenway to the north to the existing shared route alongside the two schools, via the existing signalised pedestrian crossing;
- Landscaping Strategy: opportunities will be created throughout to enable a consistent and high- quality landscape strategy along the street. The proposals in terms of hard and soft landscape features will be finalised in the detailed design phase, however for reference the document entitled 'Togher Public Realm Enhancement Landscape Concept' has been completed describes the current aspirations and is included in this Planning Package.

The City Council will work closely with affected parties to ensure that disruption is minimised throughout the construction phase. Access to properties will be maintained at all times.