

Mallow Traffic and Transportation Study

Summary Report

Cork County Council
April 2010

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Introduction

In September 2008, Cork County Council and Mallow Town Council commissioned WSP Consulting Engineers to undertake a Traffic and Transportation Study for the town of Mallow.

The Steering Group tasked with overseeing the delivery of the study consisted of a wide range of stakeholders including Bus Éireann, Irish Rail, An Garda Síochána, as well as Engineers, Planners and Architects from Cork County Council and Mallow Town Council.

A draft report has now been completed for the study which contains short term and long term transport recommendations for Mallow Town. Cork County Council and Mallow Town Council are now seeking the views and opinions of the public on the draft study recommendations. Following completion of this public consultation, it is intended that the report will be completed in June 2010.

What is the Mallow Traffic and Transportation Study?

The Mallow Special Local Area Plan (SLAP) sets out the future areas of residential and employment land uses and creates a vision for the development of the town to support a population of 30,000.



The Mallow Traffic and Transportation Study, is based on the SLAP and provides a comprehensive transportation plan to cater for the expected residential and employment growth. In addition to catering for the future of the town this Study also provides

Roads and Streets

What improvements can be made to the existing road and street network? What new Roads and Streets are required?

Town Centre Street Design and Circulation

What specific improvements can be made to Davis Street and what will the improvements achieve?

Pedestrians and Cyclists

How will pedestrians, cyclists and more vulnerable road users be provided with safe and convenient access to the town centre?

Public Transport

What improvements will create and support an integrated and efficient public transport system?

Car Parking

How much car parking is required and how will it be managed most effectively?

Access to Schools

How can we make access to schools safer?

HGV Management

How can Heavy Goods Vehicles be managed so that service arrangements are accommodated but the town centre environment is not compromised for other users?

Roads & Streets

Town Centre Improvements

Pedestrians & Cyclists

Public Transport

Car Parking

Access to School

HGV Management

transportation recommendations which can be implemented immediately and will encourage commercial and sustainable development of the town.

It is recognised that Ireland is currently experiencing difficult economic conditions. However, the country will return to economic growth and it is vital that we continue to plan for the future of Mallow.

What is the purpose of this Summary Report?

This Summary Report provides a brief overview of the key issues and recommendations detailed in the Draft Report.

What is Government and Local Policy on Transport?

The adoption of a new transport policy in Ireland, Smarter Travel, has placed a new emphasis on sustainable travel planning and funding for pedestrians, cyclists and public transport. The Study recommendations have been developed to be consistent with this policy.

Local Policy documents that were consulted throughout the process include the Cork Area Strategic Plan (CASP), the CASP Update Report, and the Development Plans for both Cork and Mallow.

Stage 1: Data Collection, Auditing & Surveying, Stakeholder Consultation



Stage 2: First Public Consultation



Stage 3: Preparation of Draft Report



Stage 4: Second Public Consultation



Stage 5: Preparation of Final Plan

What are the Study Recommendations?

The Study has developed recommendations for all of the key issues and these are outlined in the following sections of this summary report. The recommendations are based on a comprehensive assessment of Mallow and are supported by comprehensive traffic and parking surveys and a traffic model of the entire town.



Roads & Streets

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Roads & Streets

Roads and streets provide the routes by which pedestrians, cyclists and vehicular traffic travel to and from their destinations. However, these road users can be in conflict and in the past our roads and streets have tended to become dominated by cars, delivery vehicles and heavy goods traffic.

The proposed M20 Cork to Limerick Motorway forms a strategic element of the improved national road network that is being delivered by the National Roads Authority. The preferred route for this scheme is to the east of Mallow town. Access from this strategic route to the town centre will be via the N72 and the proposed Northern Link Road. Both of these routes will be accessed via a Grade Separated Interchange located close to the existing N72 / N73 Junction.

What we aim to achieve:

- A Road and Street Network that will facilitate all modes of transport in a safe, convenient and efficient manner.
- The provision of roads that will provide adequate and efficient access to and around Mallow Town Centre.
- Town centre streets and laneways that prioritise the movement of more vulnerable road users, pedestrians and cyclists.

The report develops two scenarios for the road and street network, as follows:

Medium Term:

This scenario assumes that the M20 and the Northern Link Road have not yet been developed.

It assumes a population of approximately 20,000 which are supported by new development lands as identified in the SLAP.

In terms of new roads and streets there are no short term proposals. However, specific junction improvements have been identified which are recommended to be undertaken as soon as possible.

Short term recommendations are also provided for each of the remaining key issues which will enhance the existing road and street network.

Long Term:

This scenario assumes that the M20 and the Northern Link Road have been completed.

The forecast population of 30,000 has been reached and the development of residential and industrial lands are substantially completed.

The majority of the new road and street proposals will be developer led and indeed many of the infrastructural changes are only required when new development occurs.

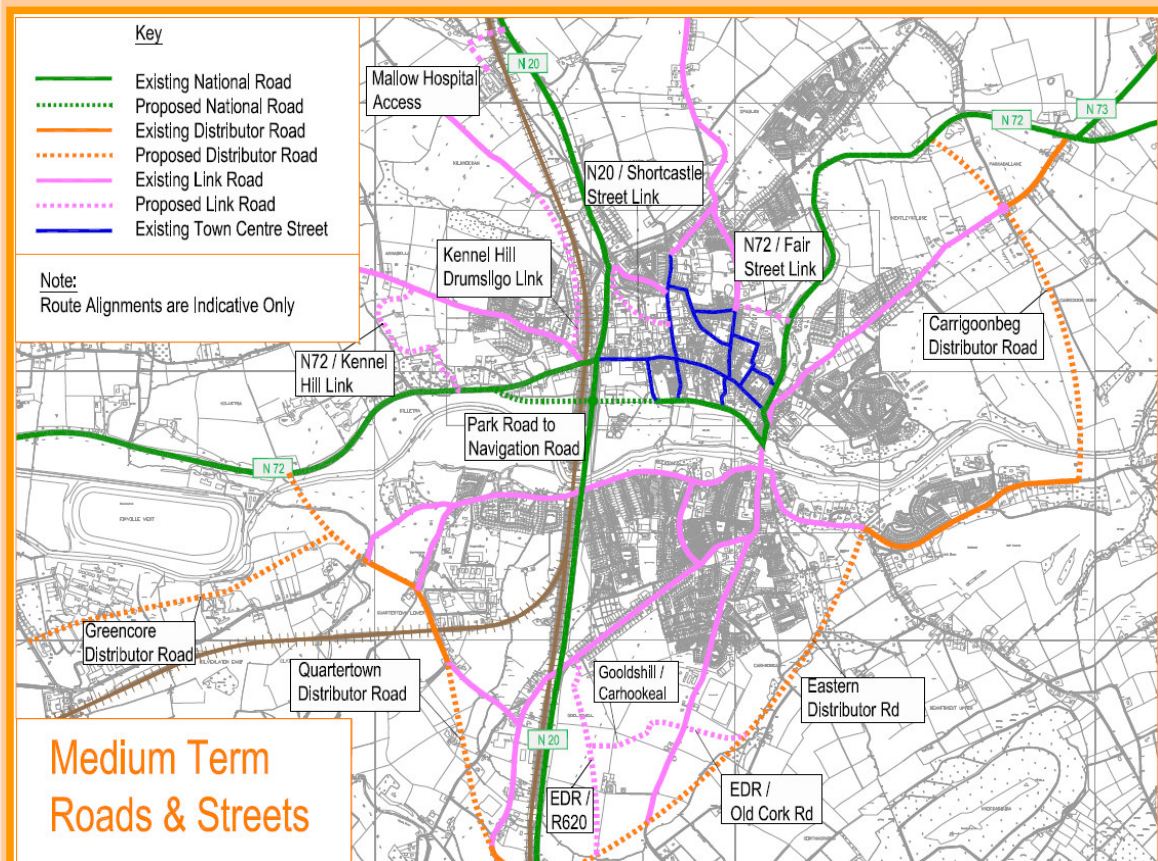
Roads & Streets

New Roads and Streets: Medium Term Scenario

The development of a number of new roads and streets will provide alternative access routes into and around the town. They will support the traffic growth and enable the sustainable growth of the town.

These routes include the following:

- East – West Link from Park Road to the N72 Navigation Road. This road will be classified as a National Route in the medium term.
- The Carrigoonbeg Distributor Road, to the east of the town, connecting the N72 to the Ballymagooley Road incorporating a new river crossing.
- The Eastern Distributor Road, to the southeast of the town, connecting the Ballymagooley Road to the N20.
- The Quartertown Distributor Road is proposed to the southwest connecting the N20 to N72 Killarney Road.
- The Greencore Distributor Road to connect the Greencore Site to the Quartertown Distributor Road.
- A town centre link street is proposed connecting Shortcastle Street to the N20.
- A town centre link street is proposed connecting Spa Road (N72) to Fair Street improving east - west permeability and relieving congestion at the Clockhouse.
- A direct access is proposed in the medium term from the N20 to Mallow Hospital.



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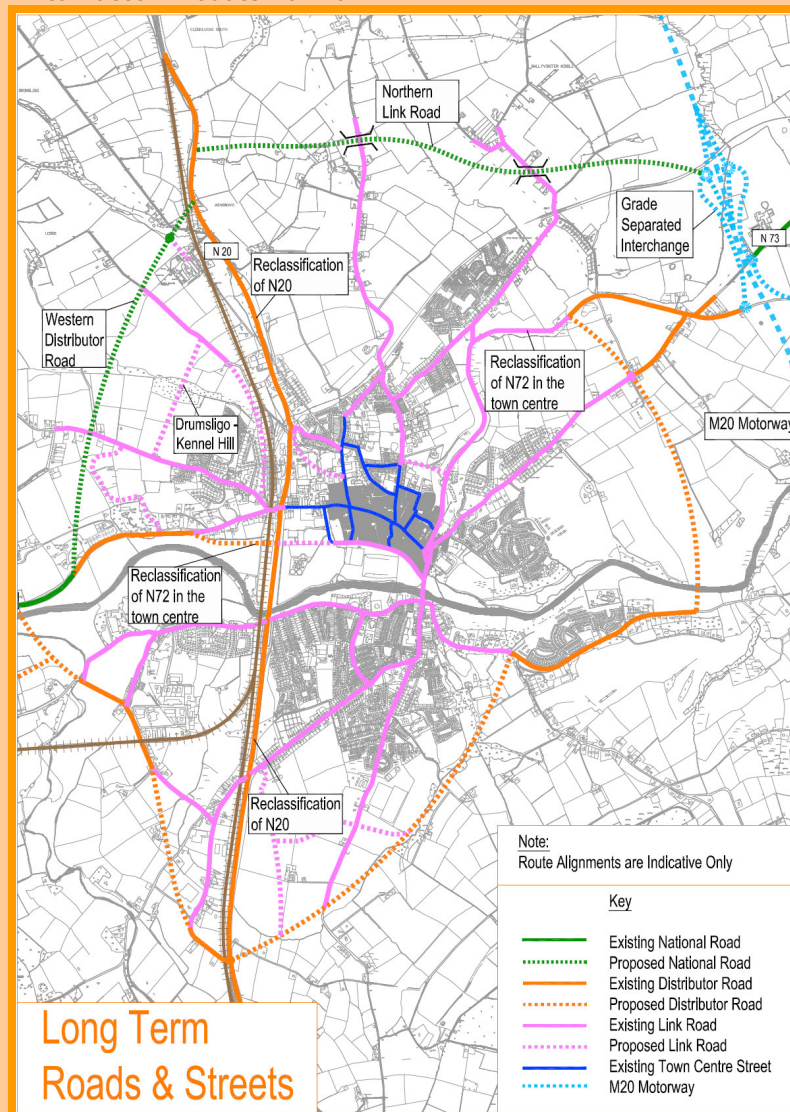
Roads & Streets

New Roads and Streets:

Long Term Scenario

The proposed road network for the long term scenario includes the following:

- The delivery of the M20 Motorway Scheme.
- The delivery of the Northern Link Road as an access route between the M20 and the N20 north of the town. There will be no direct access onto the Northern Link Road, all existing roads along the route will pass over or under the Northern Link Road.
- Upgrading of the N72 / N73 Junction to accommodate a full grade separated junction with the M20.
- Western Distributor Road is proposed in the long term from the Mallow Hospital Access to the N72 serving development lands to the north west of Mallow.
- New town centre link between St. Josephs Road and the N72 / Muddy Hill Junction.
- In the longer term a new link road is proposed connecting Kennel Hill to the Drumsilgo Road increasing the capacity of the existing road network and complementing the Western Distributor Road.



Roads & Streets

Town Centre Improvements

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Specific Junction Improvements

In overall terms the junctions at the intersection of National and Distributor Roads on the periphery of the town are recommended as roundabout junctions while junctions in the town centre or on the link roads should be either priority or traffic signal controlled.

Preliminary design recommendations have been developed for the key junctions both in the town centre and on the approach roads. These include the following.

- Town Centre Junctions (see next section);
- Kennel Hill / N72 Priority Junction;
- Spa Walk Roundabout;
- Annabella N20 / N72 Roundabout
- Beecher Street Roundabout & Junctions; and
- Cork Road Junctions.

Some specific junction improvements, also include:

Annabella Roundabout (Long Term Recommendation)

On completion of the proposed N20 link from Park Road to Navigation Road it is recommended that the existing Annabella Roundabout Junction be redesigned as a signal controlled junction. This will significantly improve pedestrian / cyclist access to the town centre.

Old Cork Road / Cork Road / Ballydaheen Road

The study recommends that this junction be signalised. The preliminary design includes the following:

- Controlled pedestrian crossings on each arm of the junction.
- Dedicated left turning lane for left turning vehicles on Ballydaheen Road.
- Advanced Stop Lines for cyclists complete with lead in lanes.

Mallow Bridge:

Design Improvements have been provided for Mallow Bridge and the junctions immediately to the north and south the bridge. These recommendations should be implemented as soon as possible.

The improvements include the following:

- The provision of the proposed Boardwalk along the west side of the bridge significantly enhances pedestrian facilities and allows additional turning lanes to be accommodated along the bridge.
- The signalised junctions to the north and south will have advanced stop lines for cyclists complete with lead in lanes to allow cyclists to proceed to the stop line.
- The junctions have been improved to allow easier turning movements for vehicles without compromising pedestrian facilities.
- The proposals to enhance facilities for pedestrians, cyclist and vehicles on the southern junction require the set back of the building line of a new development on the Ballydaheen Road.

Town Centre Improvements

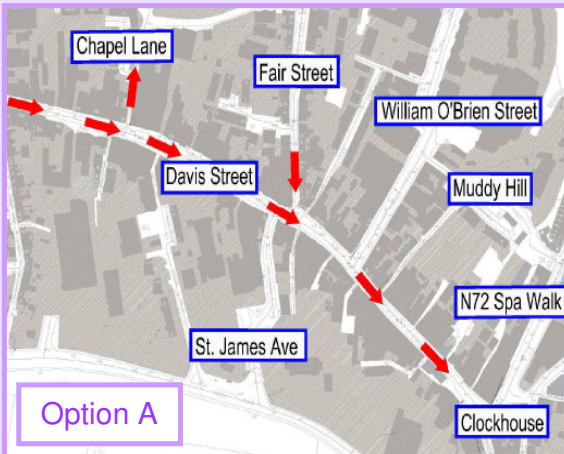
Town Centre Circulation

The Study aims to create an attractive, vibrant and economically thriving town centre. An appropriate level of access for all modes of transport should be achieved within a high quality urban streetscape.

In order to achieve the strategic objectives six potential town centre traffic circulation options were evaluated to identify the preferred strategy. Two circulation routes emerged as preferred strategies.

Option A Existing System: One way Eastbound from Shortcastle Street to Clockhouse.

Option F Split System: One way eastbound from St. James Avenue to Clockhouse and one way westbound from St. James Avenue to Shortcastle Street.



Both circulation systems were considered to have individual benefits, however of the two Option A best supports the objectives of the study. This does not preclude the implementation of Option F in the

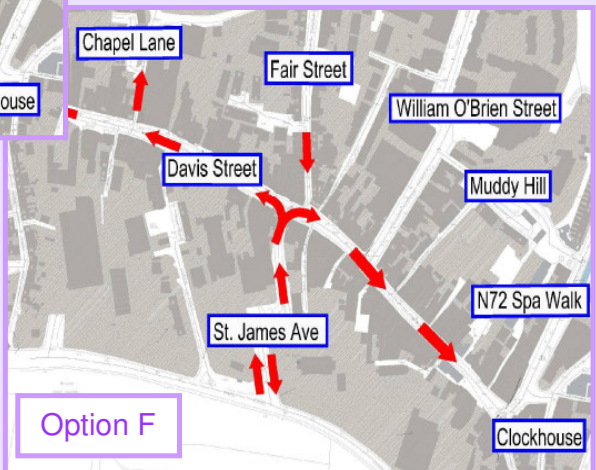
What we aim to achieve:

The street design aims to achieve a high quality urban environment for Mallow incorporating:

- Improved accessibility for people with disabilities, pedestrians and cyclists;
- The creation of civic spaces where people can meet;
- Improved access to public transport facilities;
- Management of traffic speeds and volumes;
- Provision of an appropriate level of on street parking;
- Provision of an appropriately located taxi rank facilities;
- Accommodation of Delivery Vehicles; and
- Management of Heavy Goods Vehicles.

future. The preliminary street layout design developed for Davis Street is based on the circulation as detailed in Option A.

In order to improve town centre facilities for all users and to enhance the urban environment the following proposed improvements should be implemented as soon as possible.

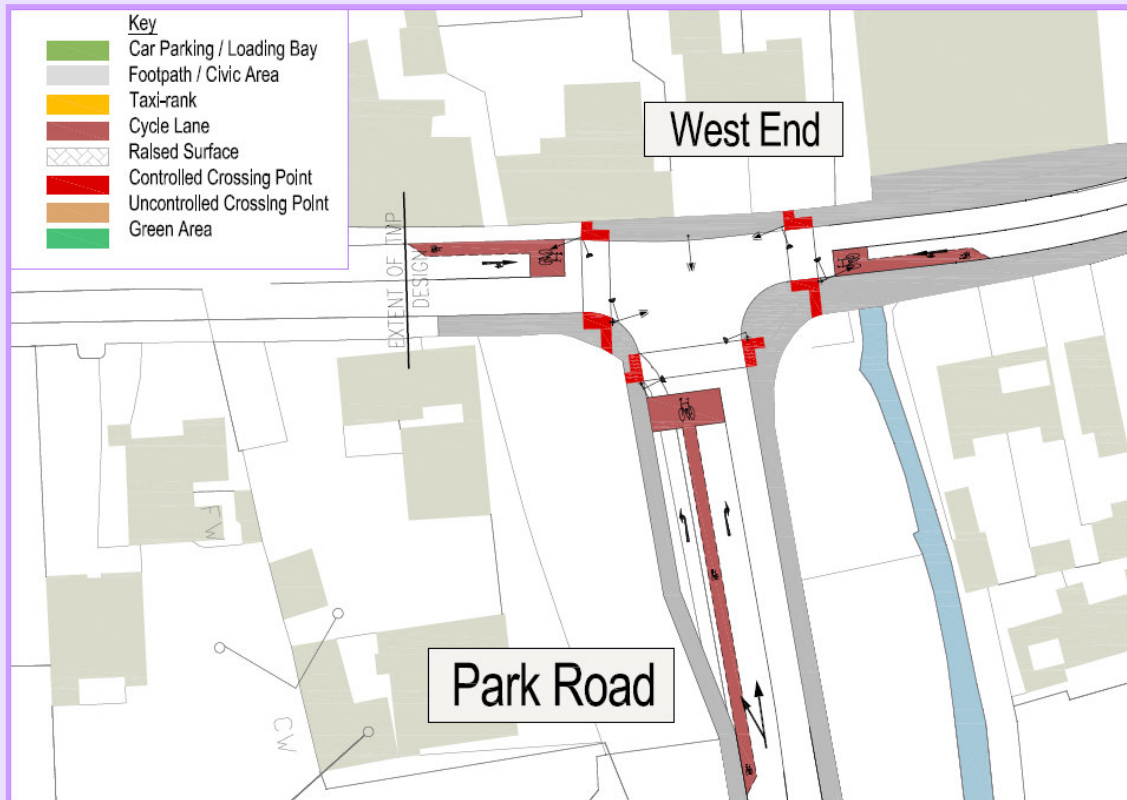
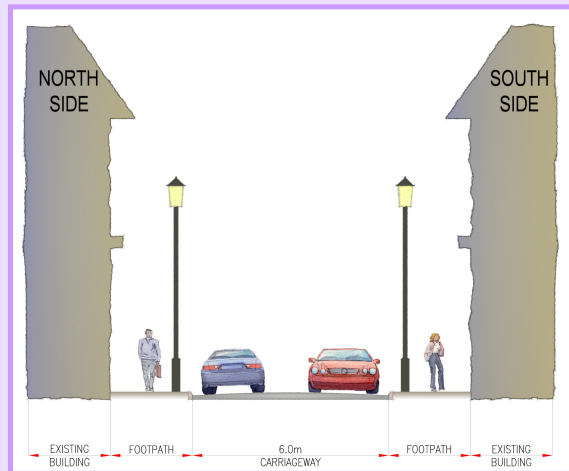


Town Centre Outline Street Layout

West End: Park Road to Shortcastle Street.

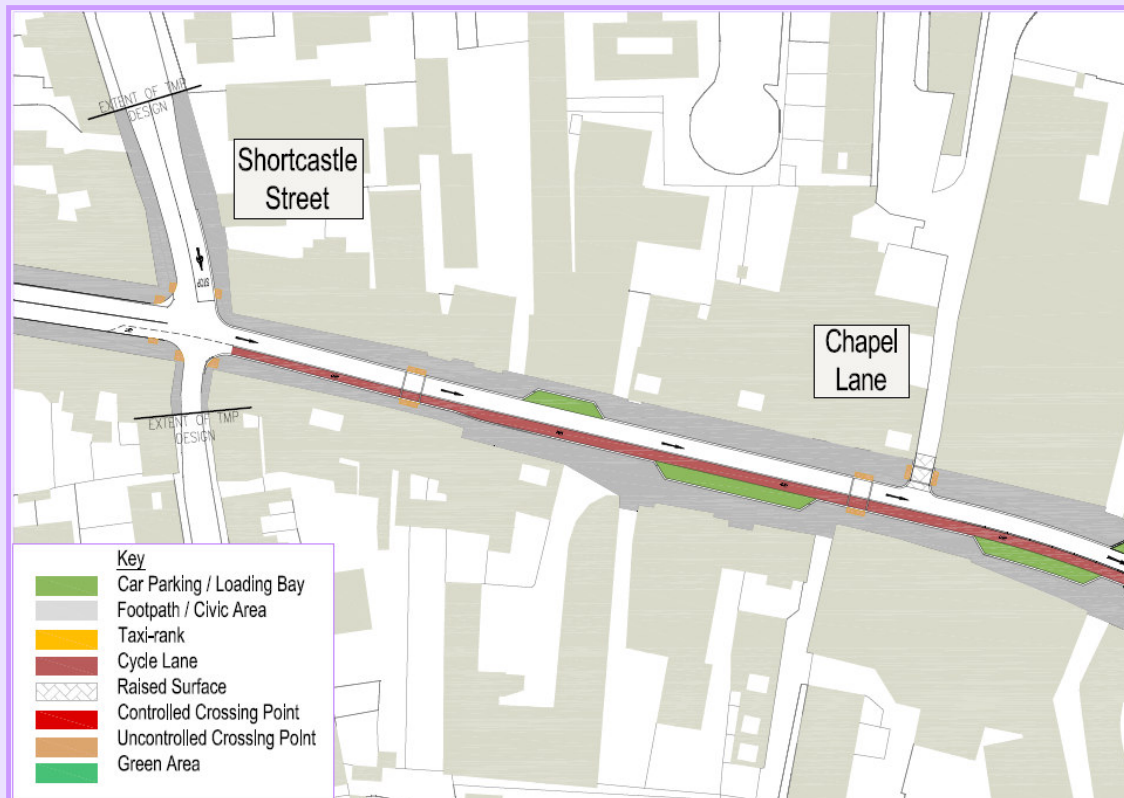
- Implement traffic signal controls at the Park Road / West End Junction complete with pedestrian crossing facilities and cycle facilities;
- The alignment of the junction will be improved providing increased waiting areas for pedestrians;
- A left turn pocket is to be incorporated into the Park Road arm of the signalised junction;
- All on-street parking is to be removed along West End;
- Existing two-way flow along West End is to be retained;

- Footpaths to be widened to a minimum of 2m, 3m where possible; and
- Improved pedestrian crossing of side streets including dropped kerbs and tactile paving.



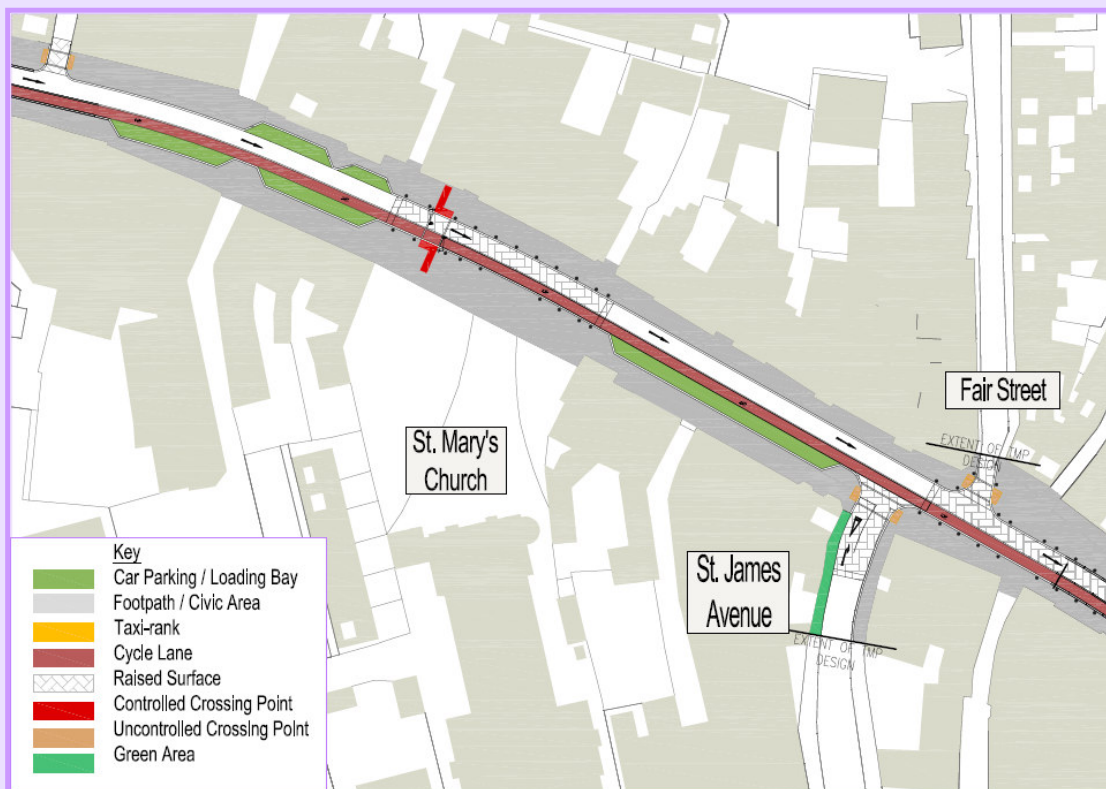
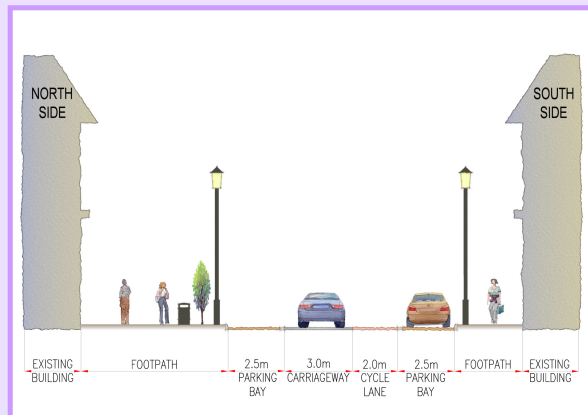
Shortcastle Street to Chapel Lane

- Improvements to the pedestrian crossing facilities and waiting areas at the Shortcastle Street / Davis Street Junction.
- Retain the existing one way eastbound system along Davis Street reducing the carriageway to 3m in width;
- Westbound cyclists to be accommodated on a contra-flow cycle lane;
- Footpaths to be significantly widened on both sides of the street;
- Some parking / loading facilities to be retained on this section of Davis Street;
- Two uncontrolled pedestrian crossing points to be located along this section.



Chapel Lane to Fair Street

- Improvements to the Chapel Lane / Davis Street Junction including enhanced pedestrian crossing facilities;
- Retain the existing one way eastbound system along Davis Street reducing the carriageway to 3m in width;
- Westbound cyclists to be accommodated on a 2m wide contra-flow cycle lane. It is recommended that this is supported by a number of secure cycle parking areas along Davis Street;
- Appropriate levels of parking and loading facilities are to be provided on this section of the street;
- Soft Landscaping and street furniture will be accommodated on the front edge of the footpath;
- Significant improvements to the footpath provision, particularly in the vicinity of St. Mary's Church.
- Raised surface to be provided along the frontage of St. Marys Church providing better pedestrian crossing facilities and enhancing the civic environment. No parking to be provided in front of St. Marys Church.



Fair Street to William O'Brien Street

- Retain the existing one way eastbound system reducing the carriageway width to 3m.
- All parking is to be removed along this section of Davis Street.
- A significant increase in the footpath width on the northern section of the street will create a significant civic area.
- The footpaths widths on the northern side will vary from 4m to 9m in width. The footpath width to the south will be a minimum of 2m.
- To enhance the environment and to encourage traffic calming the carriageway along this section will be raised using paving material as selected for pedestrian areas.



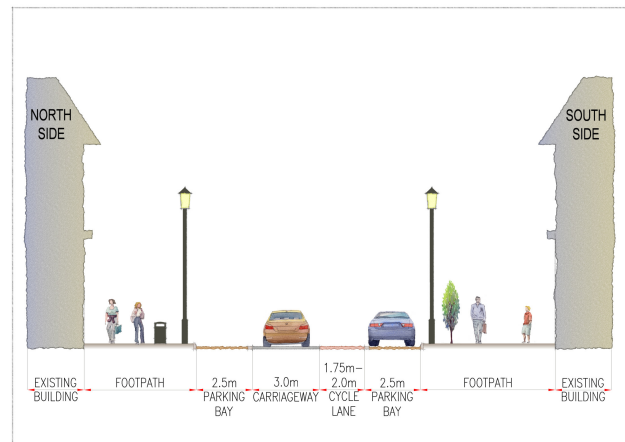
William O'Brien St / Muddy Hill

- The priority at this junction is proposed to be re-assigned. Traffic travelling on Muddy Hill will have priority over traffic on William O'Brien Street.
- Taxi Rank facilities are to be provided on William O'Brien Street
- Increased footpath provision is to be provided on Muddy Hill.
- The derelict building located on this junction should be demolished and the building line set back to accommodate the proposals.
- Controlled pedestrian crossing to be implemented at existing raised crossing area.
- Pedestrian crossing facilities of side roads will be significantly improved through the raised surfaces and tactile paving.



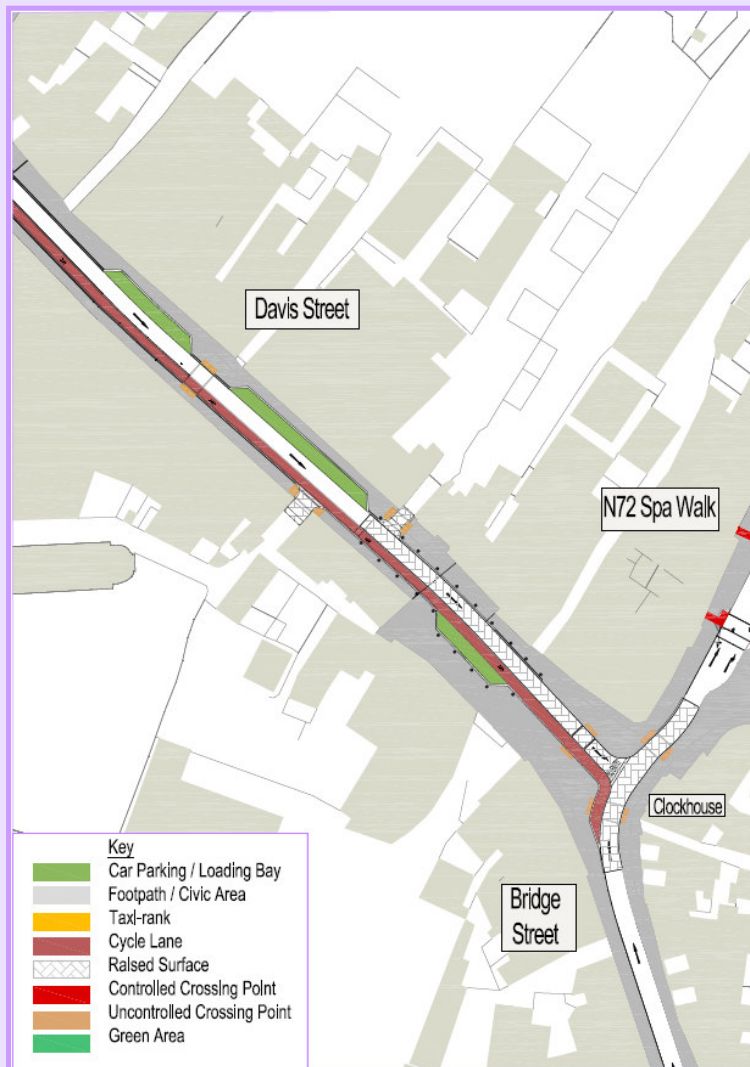
William O'Brien Street to Bridge Street

- Retain the existing one way eastbound system reducing the carriageway width to 3m.
- Westbound cyclists to be accommodated on a 2m wide contra-flow cycle lane;
- An appropriate level of parking is to be retained on this section of Davis Street.



Footpath provision on both the north and south side of this section of Davis Street will be improved.

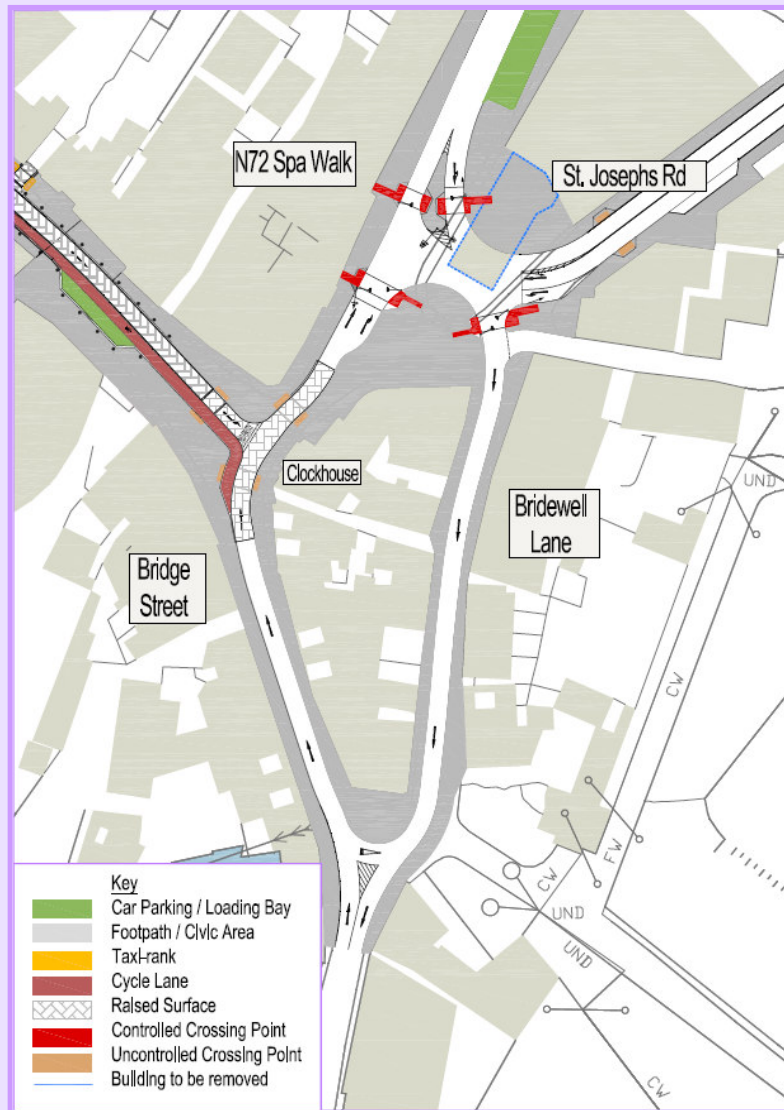
- An uncontrolled pedestrian crossing point is to be provided.
- Improved pedestrian crossing of side streets including raised surfaces, dropped kerbs and tactile paving.
- To enhance the environment on approach to the Clockhouse the carriageway will be raised using appropriate paving material. Appropriately designed and spaced bollards will be implemented along the raised section.



Clockhouse: St Josephs Rd / Spa Rd / Bridge St.

The Clockhouse presents an opportunity to create a focal point to the east of the town, enhancing the aesthetics of the area. The surrounding area presently lacks quality pedestrian facilities and is dominated by vehicular traffic. The preliminary design aims to reduce this vehicular dominance whilst enhancing the pedestrian and urban environment. The following are proposed for this area:

- Clockwise one way system is proposed around the Clockhouse.
- Traffic signals are proposed on St. Josephs Road and Spa Road.
- Controlled pedestrian crossing points are provided to facilitate access to the town centre.
- A raised surface is proposed in front of the Clockhouse and extending back onto Davis Street, enhancing the pedestrian focal point.
- Considerable extensions to the footpaths are included in the design, particularly to the north of the Clockhouse.
- An uncontrolled pedestrian crossing is proposed along St. Josephs Road.



- This proposal involves the removal of the existing Garage.

Muddy Hill / Spa Road

- Implement traffic signal controls at this junction.
- Controlled pedestrian crossing facilities are to be incorporated into the junction layout and signal phasing.
- The parking on Spa Road is to be maintained.

Pedestrians & Cyclists

The previous section introduced the proposed preliminary design of Davis Street. This will increase permeability and accessibility for pedestrians and cyclists, particularly the following town centre improvements;

- Creation of civic spaces and generous footpath provision in the town centre.
- Enhanced pedestrian crossing locations along pedestrian desire lines.
- Town Centre pedestrian and cycle only links are proposed to enhance the permeability of the town.
- Significant improvements are recommended in the area of the Clockhouse which will significantly enhance this environment. This includes controlled pedestrian crossing points, footpath extensions and pedestrian congregation areas.

The Study also looked beyond the town centre and identified the main pedestrian and cyclist links into the town centre. These links were then assessed and improvements recommended that would facilitate the safe and convenient movement of pedestrians and cyclists into the improved town centre streets.



What we aim to achieve:

Pedestrian Facilities:

- Footpaths of comfortable width and gradient along all main pedestrian routes;
- Crossing points which are positioned, constructed and aligned correctly at junctions; and
- Civic Spaces in the town centres.

What we aim to achieve:

Cycle Facilities

- Town centre streets with low traffic speeds and controlled traffic volumes;
- Dedicated cycle lanes on approach roads to the town centre;
- Dedicated space for cyclists at junctions;
- Safe, secure and appropriately located cycle parking; and
- Connectivity of these facilities to each other and to high demand destinations (e.g. public transport, town centre, and schools).

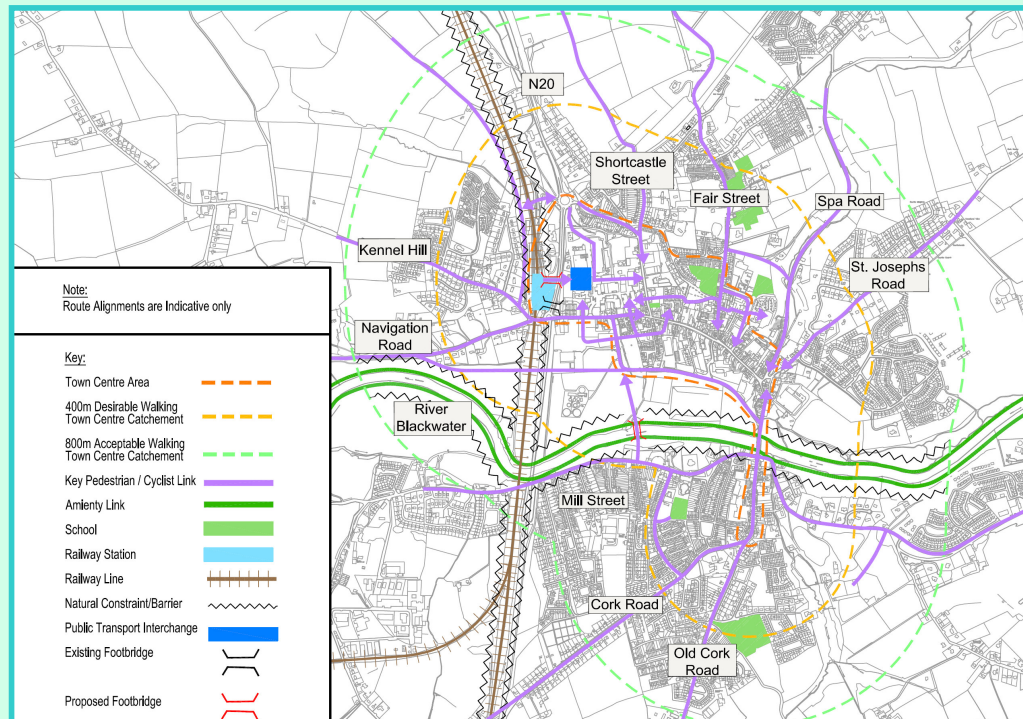
Improving Existing Pedestrian Access Routes

- All approach roads to the town centre from the extent of the urban area should have adequate footpath provision.
- The footpath widths in the town centre and on the approach roads to the town centre should have a minimum 2m width.
- All new link streets should be designed with a 2m footpath provision on both sides.
- Improved pedestrian crossing facilities have been incorporated into the design of junctions.
- Additional pedestrian crossing points are recommended along pedestrian desire lines.
- Pedestrian accessibility improvements are also recommended in the vicinity of schools.

Improving Pedestrian Connectivity

The town of Mallow experiences natural barriers to pedestrian connectivity. These barriers include the Rail Line and the River. Therefore the following recommendations have been made within the study:

- A new pedestrian and cycle bridge crossing between Mill Street and Park Road.
- Addition of enhanced pedestrian facilities on Mallow Bridge through provision of a boardwalk.



- New pedestrian bridge over the rail line to connect to the west of the N20 / Beechers Street link to the town centre.
- Additional bridge over the N20 linking the railway station to the proposed Public Transport Interchange.

Pedestrians and Cyclists

- Controlled Pedestrian Crossing to be implemented on the N20 immediately south of the Beecher Street Roundabout.
- New pedestrian / cycle amenity routes have been identified which follow the course of the River Blackwater.

Town Centre Cycle Access Improvements

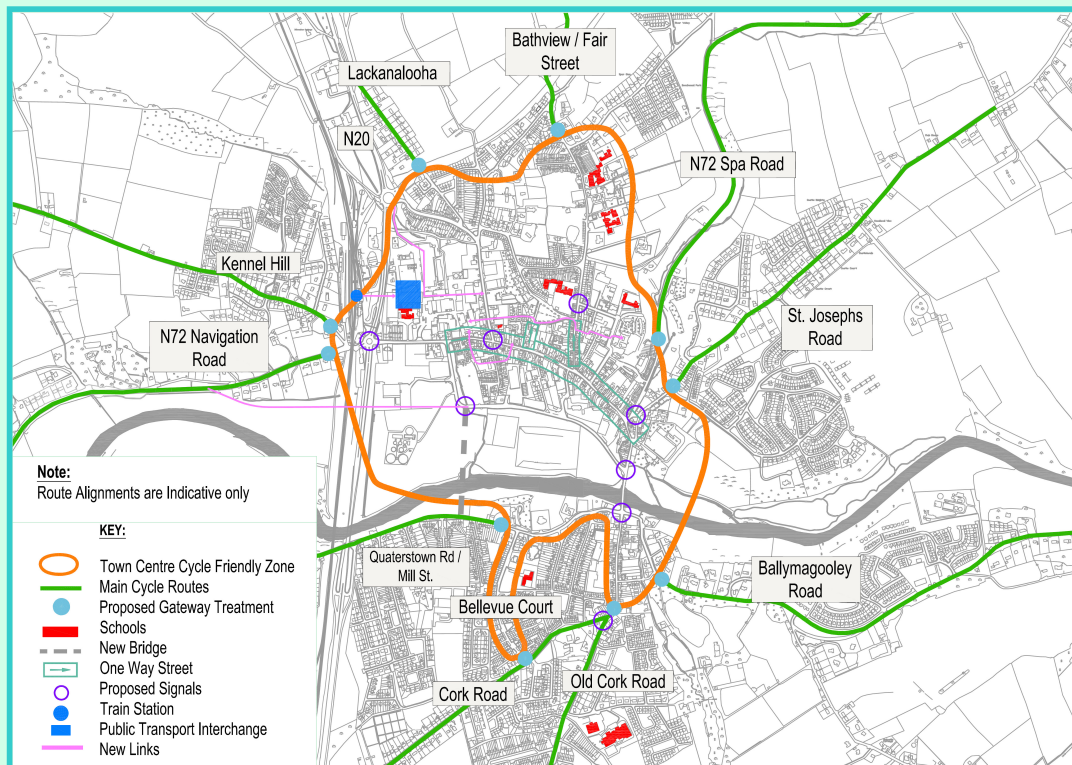
As introduced in the Town Centre Improvements section, a contra-flow cycle lane is proposed along Davis Street. This affords a level of priority to cyclists as they are accommodated on the most convenient route and is supported by the following:

- The narrowing of the carriageway and reduction of on-street spaces will enhance the cycling environment.
- A number of secure cycling parking areas are to be provided along Davis Street.
- Town centre junctions are recommended as signal controlled or priority as these are the most conducive to cyclists.

Improving Cycle Access Routes

A Cycle Friendly Zone (CFZ) is proposed in Mallow Town Centre. The key elements proposed within the CFZ are as follows:

- Gateway Entry Treatments
- 30kph speed limit
- Restrictions for heavy vehicles
- Shared use carriageways on laneways
- Conveniently located parking facilities
- Priority at traffic signals
- Integration with public transport
- Cycle specific signage and mapping



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Immediately outside CFZ the approach roads are subject to higher volumes of vehicular traffic. To improve cycle safety on these roads the following recommendations are proposed:

- Provide advisory cycle lanes along the following strategic routes:
 - Spa Road;
 - Ballymagooley Road;
 - Old Cork Road;
 - R620 Cork Road;
 - St Josephs Road;
 - From town boundary along Quaterstown Road to Mill Street; and
 - Navigation Road.
- The provision of on-road advisory cycle lanes is recommended on St. Josephs Road, however cycle lanes are recommended on the uphill sections of this road.
- An uphill cycle lane is recommended on Kennel Hill, while signage or surface colour differentiation should be provided at minor road junctions on the downhill section.
- In the longer term following the opening of the M20 the N20 will become a more attractive route for cyclists, however traffic volumes will still remain high. An off road segregated cycle track is recommended which should continue past the Beecher Street Roundabout to the Hospital.
- The design of new distributor roads should have an objective to provide a continuous, convenient and safe route for cyclists.

A key recommendation of the study is to encourage cycling in Mallow. To support and utilise the design recommendations promotional interventions should also be undertaken.

Public Transport

Mallow is currently well served by both bus and rail services. The Town Centre Improvements and Pedestrian and Cycling recommendations will provide safe and convenient access to the services. However, there are further improvements proposed which will increase the integration of and accessibility to these services.

What we aim to achieve:

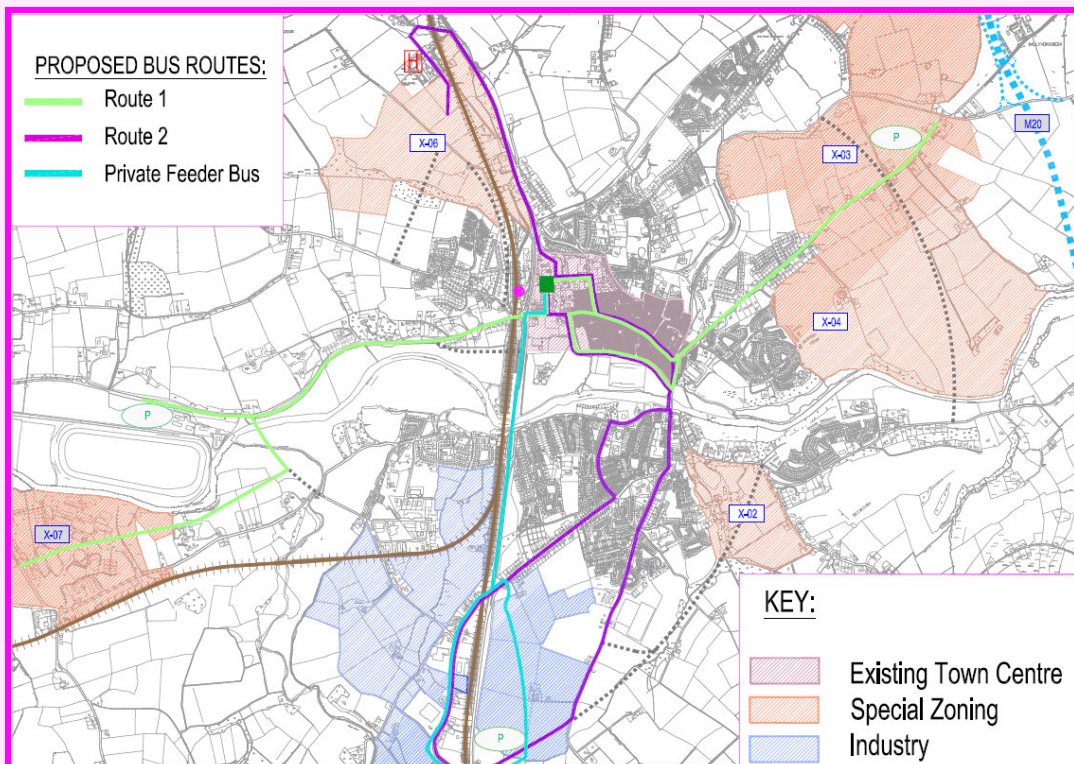
- A high level of integration of the existing services.
- The development of a town bus service to facilitate existing and new residential and commercial developments.

Town Bus Service

A town bus service could be sustained when the population reaches approximately 20,000, as such the provision of a town bus service is a medium to long term recommendation.

The zoning of lands and the rate of development in these areas will, to some extent, dictate the preferred routes of the service. Based on the zonings as defined in the SLAP, two potential town centre bus routes and a private feeder bus service have been identified.

The town bus service will be supported by peripheral parking sites which will have a dual function of serving patrons of developments whilst enabling visitors / town centre employees to park on the periphery of the town and avail of the bus services to the town centre.



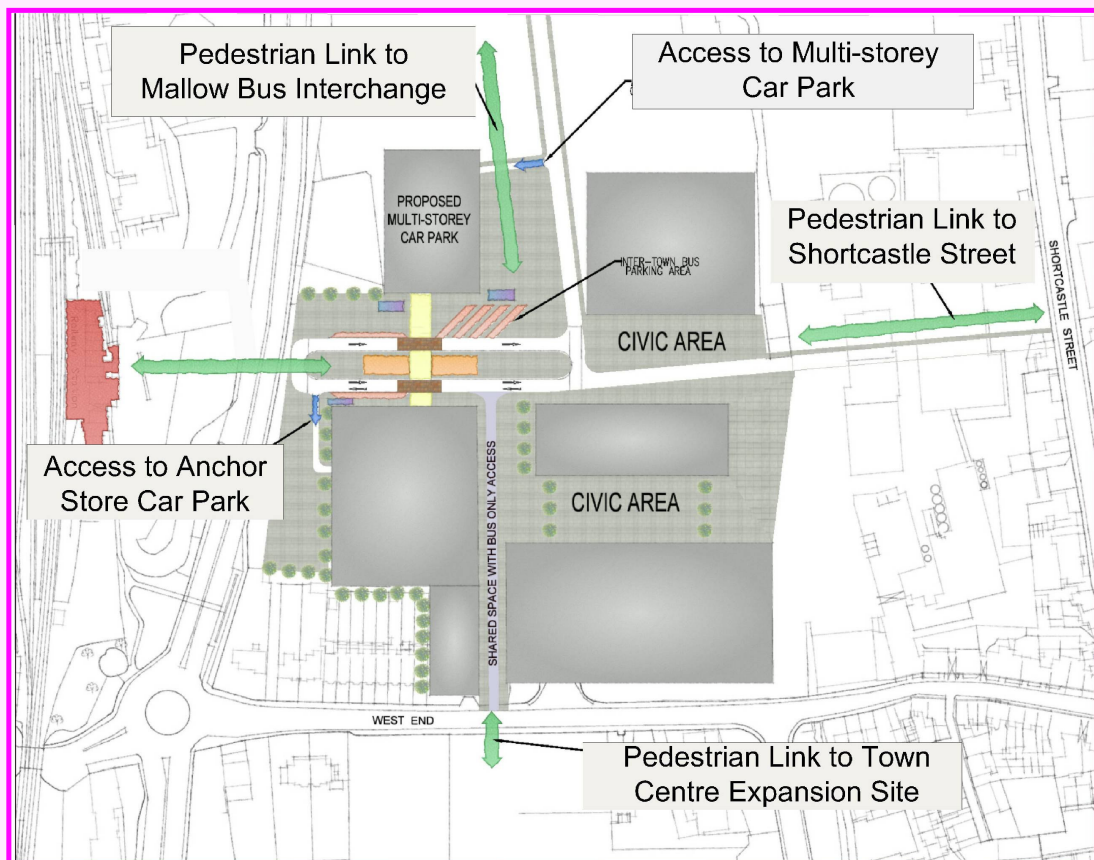
Public Transport Interchange

It is a recommendation of the study to provide a public transport interchange in Mallow Town within the Town Centre Expansion Site. Direct pedestrian access should be provided between this location and the Rail Station enhancing integration of the services.

The Interchange will provide connectivity between the proposed town bus services and will enable the integration of the town and the regional and national bus services with the existing rail service.

Some of the key elements for the design should include the following:

- Footbridge crossing to the Railway Station;
- Shared surface bus / cycle / pedestrian link connecting West End to the set down area;
- Set down area designed to provide clear sight lines and direct access for pedestrians;
- Taxi bay adjacent to Interchange and access road; and
- Car Park to serve long stay parking.



Parking

The provision of an efficient, well managed parking system is essential for maintaining the vitality and

What we aim to achieve:

- To provide convenient short stay town centre parking for people shopping and doing business.
- To provide an appropriate level of long stay parking for people who work in Mallow Town Centre.
- To support the sustainable growth of Mallow.
- To support further transport recommendations for the town as part of the integrated plan.

economic viability of a town centre. It was identified through public consultation and parking surveys that Mallow is subject to misuse of town centre parking spaces during business hours. Immediate and Horizon Year Parking Strategies have been developed for Mallow.

The Immediate Parking Strategy is based on ensuring that the most convenient car parking spaces are reserved for short stay parking. It is recommended that this strategy be implemented as soon as possible.

Within the recommendations provision has been made for:

- Short Stay Parking;
- Long Stay Parking;
- Residential Parking; and
- Disabled Parking.

Benefits of Pay & Display Parking Schemes

Retail / Commercial Benefits

- Increased turnover of spaces which results in a greater number of retail trips and retail spend.

Employee Benefits

- Dedicated and secure long stay parking in appropriate locations.

Residential Benefits

- Ensure residents, in primarily residential areas close to the town centre, are permitted to park in the vicinity of their residence subject to conditions.

Management Benefits

- Significantly improved enforcement of parking regulations to ensure, in particular, that on street parking in the commercial core is reserved for short stay parking.

Immediate Parking Strategy:

A number of parking strategy options were considered, the emerging preferred option was to review the parking regulations and allocation and to provide additional capacity, if required.

The preferred strategy includes the reallocation and redistribution of town centre parking. Some of the key points include the following:

- Conveniently located town centre spaces are to be allocated as short stay spaces. This includes the following locations:
 - Davis Street;
 - William O'Brien Street;
 - Fair Street;
 - Shortcastle Street;
 - Carmichael Lane Car Park
- Long stay parking is to be accommodated in the following locations:
 - Additional long stay parking proposed in the Town Centre Expansion Site (Dairygold Site).

- Existing spaces to accommodate long stay / all day parking provision at the following locations:
 - Railway Station;
 - Muddy Hill Car Park;
 - Bridge Street Car Park;
 - Euro Car Park (Private);
 - Spa Road North Car Park;
 - Navigation Road;
- The high demand of town centre parking locations should be reflected in the tariff and permitted duration of those spaces. This will be relative to the low tariff / prolonged duration of relatively less convenient spaces.
 - Town Centre Core Parking: 1 hour
 - On-street Parking: 3 hours
 - Off Street Parking: Unlimited
 - Designated All Day Parking: Unlimited

Horizon Year Parking Strategy

The Horizon Year Parking Strategy has been developed as part of an integrated transport plan for the Mallow Area. The strategy whilst encouraging a modal shift to walking / cycling and public transport maintains the attractiveness of Mallow as a shopping destination.

- A number of parking strategy options were investigated and the emerging preferred strategy is to provide long stay parking at a capped level (500 spaces) within the town centre and the remainder within peripheral parking sites outside the town centre.
- The peripheral parking sites are to be developed to the northeast, the south and the west of Mallow. These sites are to be accessible

from the main access routes to the town centre and served by the proposed town centre bus routes.

- In order to fulfil the future parking requirements of Mallow additional short stay spaces are also required. These short stay spaces will be accommodated in the following locations:
 - Town Centre Expansion Site North
 - Town Centre Expansion Site South
 - Bowling Green
 - Market Square
 - Muddy Hill
 - Redeveloped Tesco / Euro Car Park
 - Bridge Street / Lidl

The preferred strategy has the following characteristics:

- Ensures convenient town centre spaces are reserved for short stay users.
- 500 long stay spaces to be located in the town centre with the remainder in strategically located peripheral parking locations served by public transport.
- The strategy takes account of a 20% Modal Shift from car based travel to work.
- The preferred strategy fully supports a local bus service and promotes a modal shift to more sustainable modes of transport.
- Allows for urban design and streetscape improvements to be implemented.
- Facilitates the consolidation and redevelopment of a number of town centre car parks to accommodate new town centre uses.

Access to Schools

Localised congestion is often experienced during school drop off and pick up times. This is the case for many of the schools in Mallow.

What we aim to achieve:

To provide safe and convenient access to schools for all modes of transport, whilst particularly encouraging walking, cycling and public transport.

The most effective solution to improve school accessibility is to reduce the number of trips by car to the schools.

A number of measures can be introduced by the schools which can encourage this shift to walking and cycling. Various School Travel Initiatives used are identified in the table adjacent.

These measures are complemented by the road and street improvements to promote sustainable travel to schools. Measures have been recommended to improve pedestrian and cyclist priority, accessibility and safety in the town centre and on the main approach routes to the town. These measures include:

- Cycle Friendly Zone;
- Improved Junction Designs;
- Provision of Cycle Lanes; and
- Enhanced Streetscapes.

These measures encourage the required modal shift from the private car to more sustainable modes of transport.

School Travel Initiatives

WOW / COW

Walk / Cycle Once a Week

Walking Bus

Children walk together as a group along a set route to school under supervision.

Park and Stride

Parents can park a distance from the school and the remaining distance can be travelled on foot.

Car Pool

Parents can share the school drop between groups reducing the number of trips to the schools.

Golden Boot / Green Tree (Reward System)

Students score points when they walk, cycle, car-pool, park and ride or use public transport to school.

Cycle Training

Provide lessons addressing issues relating to cycle safety, skills and on road experience.

Bike Doctor

Bike maintenance classes.

School Specific Traffic Management Plans

Site visits were undertaken to each of the schools during the school pick up or drop off times and meetings were held with each of the school principals. This revealed some of the constraints and safety issues being experienced.

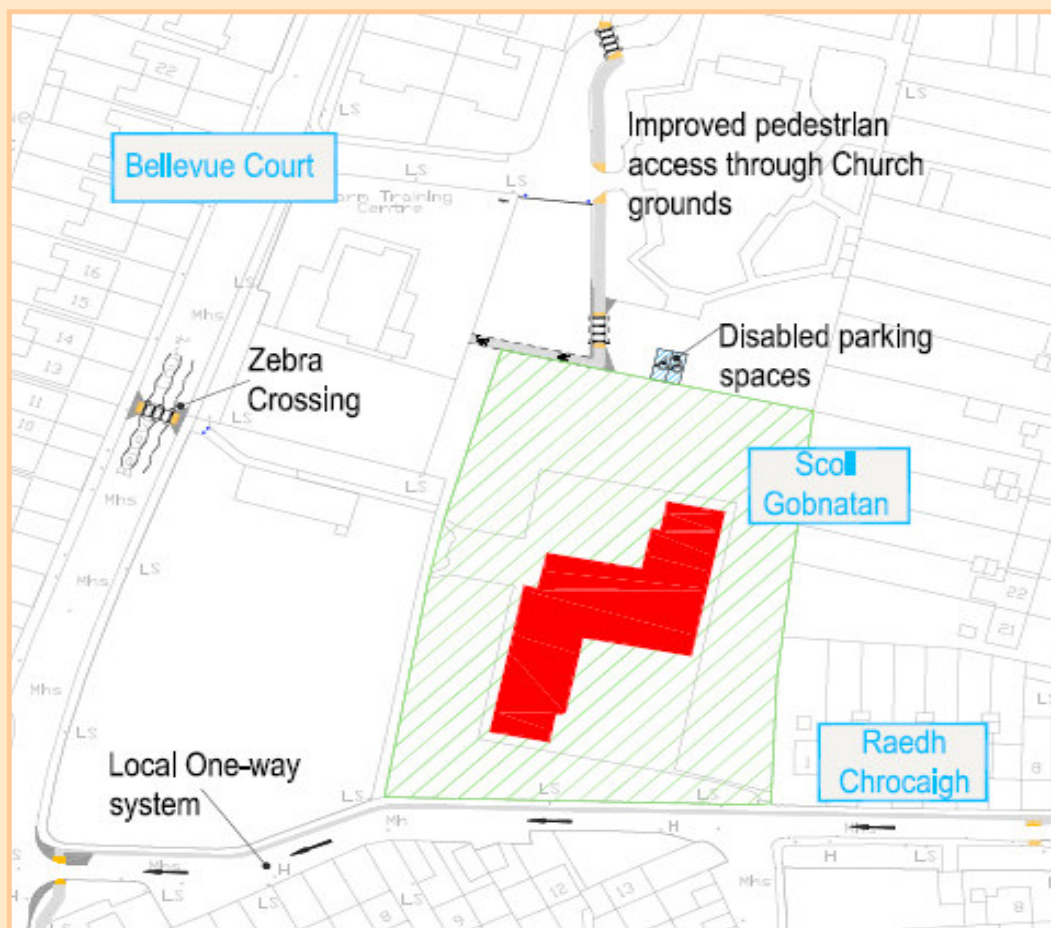
Further to this, specific school traffic management plans were developed. The main points of these are described below.

Scoil Gobnatán

- Improved pedestrian and disabled facilities at the existing controlled crossing on Mill Street.
- Uncontrolled pedestrian crossing to be implemented at the Mill Street / Bellevue Court Junction.

Access to Schools

- The implementation of a local one way westbound system on Raedh Chrocaigh will enable the provision of an extended footpath.
- Kerb build outs at the Raedh Chrocaigh / Bellevue Court junction will reduce the pedestrian crossing distance.
- Recommendations to improve safety within the Church Car Park include a marked pathway, zebra crossings and vehicular restrictions.
- Provision of a zebra controlled pedestrian crossing and removal of the turnstile at the western access to the school will improve accessibility.



Roads & Streets

Town Centre Improvements

Pedestrians & Cyclists

Public Transport

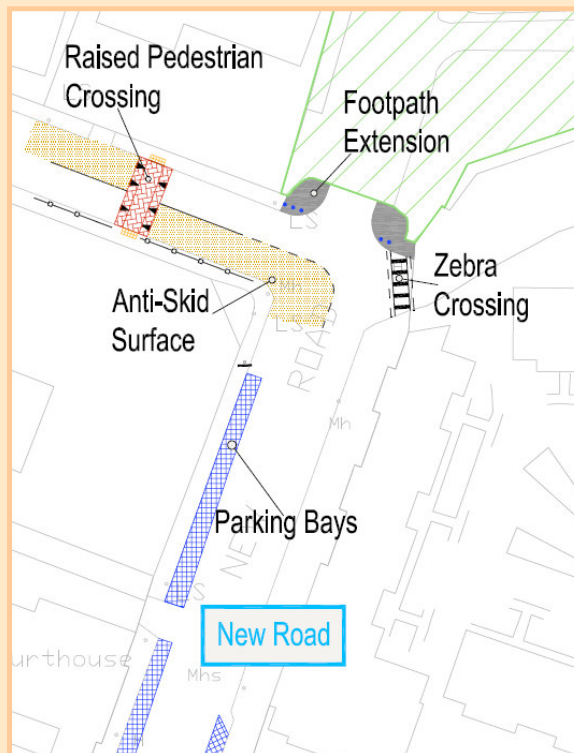
Car Parking

Access to School

HGV Management

St Patricks Boys National School

- Signage and anti-skid surfaces to be provided on approach to the school to increase visibility at the crossing. The existing crossing is to be raised and guardrail to be provided to prevent parking at this location.
- Zebra controlled crossing to be provided at the entrance to the Multi-storey Car Park and the existing guardrail to be removed.
- Footpath to be extended to the school entrance point and bollards to be implemented to prevent parking at the school access.
- Tactile paving and advanced stop lines to be provided at the New Road / Fair Street junction.
- Access to the school will be improved for both cyclists and pedestrians through the town centre recommendations and the cycle friendly zone.



Patrician Academy

- Amendments to the circulation of the Bowling Green Car Park to facilitate the large quantity of students accessing buses at this location.
- Provision of zebra controlled pedestrian crossings in the Bowling Green Car Park to allocate priority to pedestrians in this area.
- Improve the pedestrian waiting area and the bus set down facilities in the Bowling Green Car Park.
- Access to the school will be improved for both cyclists and pedestrians through the town centre recommendations and the cycle friendly zone.

St. Mary's Secondary School

- Provision of uncontrolled raised pedestrian crossing points along Fair Street and speed bumps to facilitate pedestrians and reduce

Davis College and Gaelscoil Thomais Daibhis

- Recommendations to implement traffic signal controls at the Cork Road / Old Cork Road Junction will significantly improve access to the schools for pedestrians and cyclists.
- Implement a pedestrian crossing on Old Cork Road at the Aldi Supermarket to encourage a 'Walking Bus' Initiative.
- Cycle Lanes on Old Cork Road and continuing to the school accesses will facilitate cycling to school measures.
- A raised pedestrian crossing at the entrance to Gaelscoil Thomais Daibhis will improve pedestrian access to the school.

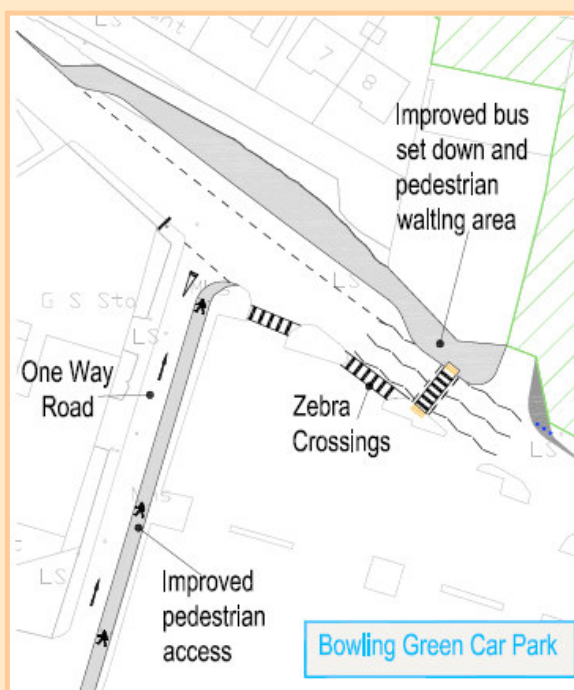
speed on the approach to the schools.

- Kerb build outs at the entrance and exit to the school to facilitate waiting areas and reduce crossing distances.
- Reduce the kerb radii and crossing distance at the Lisheen Row / Fair Street junction through the provision of kerb build outs. This will reduce the speed of vehicles turning at the junction and significantly improve safety for pedestrians.

Mallow No.1 National School

- Kerb Build outs and a pedestrian crossing point at the entrance to the school will improve access to the school and remove illegal parking at this location.

Recommendations for the Davis St. / Shortcastle St. Junction will improve accessibility to the school. Access to the school will be improved for both cyclists and pedestrians through the town centre recommendations and the cycle friendly zone.



Convent Primary School and Scoil Iosagain

- Controlled pedestrian crossing points and anti-skid surfacing to be implemented at the entrance to both schools.
- Provision of uncontrolled raised pedestrian crossing points along Fair Street and speed bumps to facilitate pedestrians and reduce speed on the approach to the schools.

HGV Management

Short Term Strategy:

The Short Term Strategy for HGV Management is in the context of the existing road and street network. At present there is not an adequate alternative route around the town centre for HGV traffic.

The following recommendations aim to achieve formalisation of a HGV Route which minimises the impact on the existing town centre street network:

- Improved signage to direct eastbound HGV Traffic to the N72 Park Road.
- Implement a ban on vehicles over 3 tonnes travelling on Lisheen Row, extending to the Lacknalooa area.

Medium to Long Term Strategy:

Road Infrastructure such as the completion of the M20, the Northern Link Road and the proposed distributor roads will provide appropriate alternative routes around the town centre for HGV and other traffic.

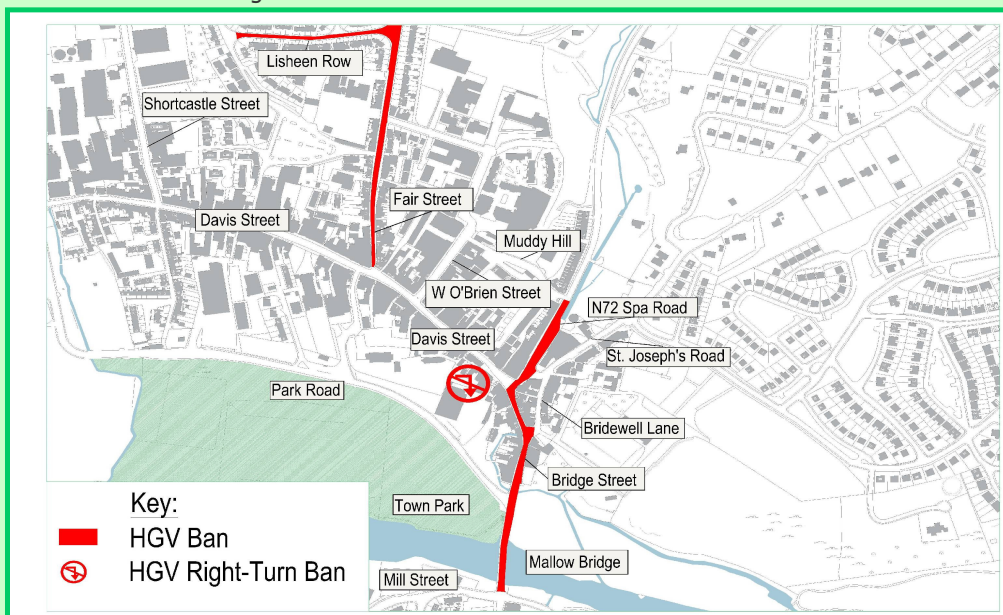
This will remove a significant quantity of town centre HGV through traffic.

What we aim to achieve

To accommodate commercial servicing of town centre businesses, whilst reserving the aesthetic qualities and pedestrian and cycle accessibility in the town centre.

Some specific recommendations to reduce town centre HGV traffic in the medium to long term are as follows:

- To further reduce HGV traffic from the historic Clockhouse area and Bridge Street a right-turn ban is proposed for all HGV traffic coming from Davis Street.
- Additionally, as alternative routes become available, it is recommended that all vehicles over 3 tonnes be prohibited between the Spa Road / Muddy Hill Junction and Mallow Bridge / Mill Street Junction.
- Vehicles delivering to premises in the restricted area would operate under a permit system.



Overall Transportation Strategy

There are a number of Policy documents relevant to this Study. The Mallow Traffic and Transportation Study sits within the overall transportation strategy created through the application of the following Local and National Policy Documents.

National Spatial Strategy

The National Spatial Strategy is a national planning framework for Ireland for the next 20 years. The Strategy aims to achieve a better balance of social, economic and physical development across Ireland, supported by more effective planning. In order to drive development in the regions, the NSS proposes that areas of sufficient scale and critical mass will be built up through a network of gateways and hubs. Mallow is a Hub Town serving the south west region of Ireland.

Smarter Travel – A Sustainable Transport Future, A New Transport Policy for Ireland 2009 – 2020.

The Governments vision for Ireland is to have a sustainable travel and transport system in Ireland by 2020. The guiding policy can be downloaded from www.smartertravel.ie. The Policy supports the continued investment in transport to ensure an efficient economy, however it also sets out the necessary steps to ensure that more sustainable modes of transport such as walking, cycling and public transport are chosen over car use, particularly for short trips.

National Cycle Policy Framework, 2009 – 2020.

Further to the Smarter Travel policy a national cycle policy was adopted. This is aimed at ensuring that a cycling culture is developed in Ireland, such that 10% of all journeys will be made by bike.

Cork Area Strategic Plan (CASP)

The Cork Area Strategic Plan (CASP) is an initiative jointly sponsored by Cork City Council and Cork County Council in order to provide a vision and strategy for the development of the Cork City Region up to 2020. Its goal is to create a sustainable approach to social and economic development by taking a more critical view of settlement patterns, development needs and infrastructure requirements.

Cork Area Strategic Plan Update

The CASP Update, dated July 2008, adheres to the key goals for the CASP Area which was adopted as part of the 2001 plan and delivers an updated strategy which provides a significant enhancement in economic growth and accommodates a greater population than originally envisaged.

Cork County Development Plan 2009

This six year development plan for the County sets out Cork County Council's strategy for the proper planning and sustainable development of the County. The plan looks forward to the horizon year of 2020 so that it is aligned with National and Regional planning policies.

Mallow Special Local Area Plan (SLAP)

The Mallow SLAP was developed to identify a unified development framework for Mallow. The SLAP provides the specific context for the Traffic and Transportation Study and sets out the future land use patterns for Mallow.

Mallow Town Development Plan – Draft 2010 -2016

This Plan sets out the strategy for the proper planning and sustainable development of Mallow Town over the next 6 year period. The plan is aligned with the Mallow Special Local Area Plan and is developed against the backdrop of Mallow's Hub Town Status.



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BY OUR
DIFFERENCE

