



## Transport & Mobility Forum

**Cork City Council**  
Traffic Operations  
City Hall  
Cork

*Via online consultation portal*

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### **PART 8 Public Consultation – Response**

## **Tuckey Street Pedestrianisation**

Dear Sir/Madam,

The Transport and Mobility Forum, Cork (TMF) is a representative group of organisations who have a common interest in sustainable travel \*. The TMF fully supports sustainable modes of travel measures and policies. Sustainable and Active Travel helps reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health.

The current COVID 19 crisis is a tremendous challenge for the entire country (and the world). Recovery from the lockdown for businesses and public life is dependent on safety measures regarding social distancing with new requirements for space needed by pedestrians.

Significantly more space is now needed in the city centre (and other neighbourhood centres) for pedestrians, if the necessary numbers of footfall shall be reached to bring back public life into the city and make it a vibrant place again for shoppers, workers, businesses and visitors alike.

At the same time, the extension of pedestrianised spaces and streets in the city will be an important step to increase the attractiveness of the city centre (and other parts of the city), improve the public realm and improve conditions for modes of active travel (i.e. walking and cycling) as a way to get around in the city on a daily basis, safe and convenient for people of all ages and abilities.

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The **TMF strongly welcomes the proposed permanent closure for motorised traffic / pedestrianisation of Tuckey Street** and a number of more places in the city centre (see parallel public consultations) for the above reasons. These streets only bear a limited load of motor traffic and their closure for car traffic can significantly contribute to increasing much needed extra space for active travel in the heart of the city centre.

The closure of Tuckey Street will also avoid vehicle movements cutting across the wide pedestrian area of Grand Parade, adding to pedestrian safety and an overall motor traffic free experience there.

### **Observations**

Tuckey Street will become an important link for active travel between South Main Street, with its increasing pedestrian footfall due to recent / ongoing new developments (housing, event centre) and Grand Parade / Oliver Plunkett Street.

To enhance the quality of public life in Tuckey Street and to underline its new status, measures of **tactical urbanism** shall be applied to upgrade the public realm and create a pleasant and vibrant space (planters, seating, trees (potted or planted), cycle parking). consideration shall be given to mini-interventions using natural material, e.g. timber planters, that can serve as barriers instead of solely technical barrier installations and yellow lines. This can help to make the new pedestrianised spaces more attractive and create a better sense of place.

Going forward, the cross section of Tuckey Street should be re-designed in the medium-term by **eliminating the physical separation of footpaths and carriageway** (see Oliver Plunkett Street), so that kerbs will no longer be an obstacle to the free movement of e.g. baby buggies or wheel chairs.

With vehicular traffic being allowed before 11am (presumably deliveries), one vehicular lane must be kept clear from (semi)permanent fixed installations for these purposes. This space should also help to **allow the use of Tuckey Street for cyclists 24/7** (at moderate, adequate speed), in order ensure local connectivity by providing a permanent link between South Main Street as an important North-South (and vv.) axis and Grand Parade as a destination (cycle parking) for shopping in the city centre. For cycle traffic to/from the South Gate Bridge direction, this would be an alternative to using busy but narrow Nano-Nagle-Bridge (shared with pedestrians) to reach Grand Parade. For cyclists from the North, it would be a safer and more convenient alternative to using Washington Street and its busy junction with Grand Parade.

### **Outlook**

We understand that the closures of Tuckey Street and other city centre streets are the first step for City Council to take in the process of street adaptation and road space redistribution responding to social distancing requirements, as laid out in its Discussion Paper of 04/05/2020. Other streets need to follow. This applies to streets both in the city centre, as well as in neighbourhood centres (e.g. Douglas Street) and main active travel arteries leading towards the centre.



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As public transport capacities are largely reduced due to distancing requirements, walking and cycling will play a more vital role in getting to the city centre, while car traffic will soon come to its limits on an even more finite road infrastructure. Hence pop-up cycling infrastructure (lanes on main roads, priorities on designated quiet routes) will be a next important step.

We explicitly want to make reference to our Open Letter “Safer Streets – The Urgent Need to Provide Space for Social Distancing and Active Travel during COVID 19 Restrictions” of 14/05/2020 to Cork City and County Councils with over 30 signatory organisations, where we outlined measures that should be taken short-term to support COVID recovery for businesses and public life, but also to be considered for promoting a lasting change in mobility patterns in the city and towns, allowing for safer active travel for people of all ages and abilities.

### **Conclusion**

We welcome the here proposed permanent road closure and the fact that positive experiences over the summer now lead to a long-term re-dedication of the street. We reiterate to offer our support and expertise while going forward with introducing further short-term and temporary or permanent measures. While these measures are primarily driven by social distancing requirements, we see them as a chance to enhance the vibrancy and attractiveness of Cork’s city centre also in the long-term.

Should you require any clarifications, please email me at [tmfcork@gmail.com](mailto:tmfcork@gmail.com) .

Kind regards

A handwritten signature in blue ink, appearing to read "Stephan Koch".

Stephan Koch (Chair)  
Transport and Mobility Forum

**Note:** *The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner of the TMF.*

\*) A full list of partners in the Transport and Mobility Forum can be found at <https://transportandmobilityforum.com/partners/>