

## **“Harley Street Pedestrian & Cycle Bridge”**

Roads Design Division  
Room 331  
City Hall  
Cork

05 September 2017

Re: Harley Street Pedestrian & Cycle Bridge

To Whom It Concerns,

On behalf of Cork Chamber membership, I would like to take this opportunity to commend the ongoing commitment and effort of Cork City Council to evolving Cork City Centre to develop a permeable and accessible City Centre that is accessible for shoppers, residents, visitors and tourists and via various modes of transport inclusive of walking and cycling. Developments such as the Harley Street Pedestrian and Cycle Bridge are of enormous benefit to both the business and the residential community alike and are absolutely a valuable addition to the City Centre.

### **City Development**

In stating support, Cork Chamber also highlights the need for the in-tandem and effectively communicated implementation of a comprehensive traffic management plan as is set out in section 5.11 of the project Environmental Impact Statement. As has been demonstrated in the past, the proactive communication of temporary traffic management measures and the communication of planned disruptions prior to their initiation is highly desired so as to diminish any negative impact to business and residents alike, and via a variety of communication methods such as print, radio, social media and variable message signage at strategic locations as traffic enters the city etc.

Cork Chamber takes this opportunity to offer assistance where possible in disseminating future traffic management messages via membership communication modes.

### **Sustainability**

Added to this, Cork Chamber welcomes the detail as provided in the project Environmental Impact Statement with regard to future flood scenarios and the planned implementation of the Lower Lee FRS. In acknowledging the proposed design and cognisance within of flood scenarios, Cork Chamber draws attention to the use of a flood defence system which requires the manual deployment of a

sliding gate as proposed. While this should not present an issue in itself, it is essential that there is agreement at the outset as to the future responsibility, management and deployment of the flood defence mechanism.

### **Public Realm**

The completion of this bridge which will traverse the northern channel of the River Lee connecting Merchants Quay with St. Patricks Quay, through to Harley Street and the McCurtain Street area will serve to vastly enhance the accessibility and subsequent potential of the Victorian Quarter. To ensure the full potential of this connecting bridge as regards its potential to enhance the surrounding environs, Cork Chamber promotes for the development of an area specific development plan to enhance the consistency in street design and character along this area, treating these streets and quays as a complementary and cohesive block. Cork Chamber encourages the development of design elements/ character elements to ensure the look, feel and character of this area is synced to maximise the intrinsic potential in encouraging footfall along Patricks Quay/ McCurtain Street area. There is an opportunity here for the Harley Street Pedestrian and Cycle Bridge to be both iconic and strategic, adding to the overall character of Cork City centre.

In addition the inclusion of soft landscaping along the quayside in the form of trees/ plants could greatly enhance the appeal of both Merchants Quay and St. Patricks Quay adding greenery to our City Centre and should be considered as a complementary element to this development.

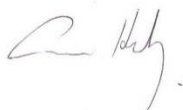
### **Transport**

Cork Chamber notes the non-segregation of the bridge between cyclist and pedestrian and proposes the institution of a natural divide between cyclists and pedestrians so as to be mindful of safety concerns of those utilising the bridge. As the bridge design includes two natural laneways it appears practical to designate one lane for cyclists and the second for pedestrians at the outset, thereby lessening any safety collision concerns at the outset. The Samuel Beckett Bridge in Dublin is an ideal example of a multi-modal and clearly segregated pathway design.

If the Council decides to proceed with non-segregation of the bridge, we suggest that clear marking at the entry points to the bridge / signage on the bridge explain to users that both cyclists and pedestrians are welcome. Otherwise, there is a risk of confusion among users, and cyclists may feel the need to disembark whereby the intention of the bridge will not be realised.

In conclusion, Cork Chamber shares the commitment of Cork City Council in in promoting improved accessibility and permeability of the City Centre for the benefit of all users and towards the strengthening of the future strategic development of the City.

Yours sincerely

A handwritten signature in black ink, appearing to read 'C. Kelly', is written above a horizontal line.

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Conor Healy  
Chief Executive