

Michael Aherne

From: Michael Aherne
Sent: 25 November 2014 16:45
To: Gerry Murphy; Anne Graham; Marian Wilson; Hugh Creegan; Frank McCabe
Cc: Michael MacAree; Owen Shinkwin; Muireann O'Keeffe
Subject: FOI request 2014-0016 - deadline December 19
Attachments: AcknowledgementLetCork-info2014-0016.pdf; AppLetCork-info2014-0016.pdf

Importance: High

Hi all,

It would appear that Owen Shinkwin is the principal person with material related to this issue, and he has started on this work.

However it is quite likely that you or your section were dealing with the issues for which information is sought:

1. The Mahon LAP
2. Draft Cork City Development Plan 2015-2021
3. Jacob's Island, Cork
4. Any traffic modelling associated with the above
5. Info or correspondence with Cork City Council or the Department of the Environment (in relation to points 1 to 4 above)

Please circulate to staff that you understand would have been involved in 1-5 above;
Please also check your own computer folders and email.

Any material should be copied into the following folder:

I:\Corporate Services\Corporate Services\CORP POLICY & SERVICES\FOI\FOI\2014 requests\2014-0016

I would appreciate if you could see to this before the end of this week, so that we have time to collate, review, and issue within the FOI timeline.

Regards,

Michael

From: Sara Morris
Sent: 21 November 2014 16:40
To: Michael Aherne
Cc: Hugh Creegan
Subject: Foi 2014-0016 - deadline December 19
Importance: High

Michael

Hugh has assigned this Foi to you as Decision-Maker – it concerns Mahon LAP, traffic modelling in Cork, correspondence between ourselves and Cork City Council / Dept Environment etc. I attach the Application letter and the Acknowledgement letter fyi.

APPENDIX 1

Request for Information under the Freedom of Information Acts

Section 1 - Applicant Details (Please use BLOCK letters)

Surname: MCCARTHY

First Name: MICHAEL

Postal Address: CENTRE PARK HOUSE, CENTRE PARK ROAD, CORK.

Telephone Number(s) / Email

Home: _____ Business: 021 4915854 Mobile: _____

Email: michelle@mcdev.ie

Details of Request

In accordance with section 7 of the FOI Act, I request access to records which are (tick as appropriate)

- ☐ Personal Information¹
☒ Non-personal

Please describe the records as fully as you can _____

Please see attached

Form of Access

My preferred form of access is (tick as appropriate):

- ☐ Obtain records through the post
☒ Other (please specify) Email

Please sign here: Michelle McDevally Date: 20/11/14

¹ Note: If you are requesting personal information, please state precisely in whose name those records are held. Before you are given access to personal information relating to yourself, you may be asked to provide proof of your identity. You will not normally be given access to personal information of another person unless you have obtained the written consent of that person.

Michelle McCarthy
Centre Park House
Centre Park Road
Cork

November 21st, 2014

Dear Ms McCarthy

Our Ref No: FOI/2014/0016

I am writing to acknowledge your request under the Freedom of Information Act 2014 for records pertaining to *the Mahon LAP, Draft City Development Plan 2015-2021, Jacobs Island Cork, relevant traffic modelling, correspondence with Cork City Council and the Department of the Environment* as set out in your application letter, which was received today (November 21). Under the 2014 Act, up-front application fees have been waived. I therefore am returning and enclosing your €15.00 cheque.

Michael Aherne will be the officer handling your request.

A final decision on your request would normally be sent to you within 4 weeks. *A week is defined in the Act to mean 5 consecutive weekdays, excluding Saturdays and public holidays (Sundays are also excluded, as they are not weekdays).* This means that you can expect a decision letter to issue not later than December 19.

There are some limited situations under the FOI Act which could mean that the period for a final decision may be longer than the normal four weeks. If this occurs in the case of your request, you will promptly be advised in writing.

If you have not heard from us once the allotted time has expired, you are automatically entitled to appeal to the Authority for a review of the matter. This review proceeds on the legal basis that the initial request is considered to be refused once the specified time for responding to it has expired. The review is a full and new examination of the matter carried out by a more senior member staff of the Authority.

In the event that you need to make such an appeal, you can do so by writing to FOI Unit, National Transport Authority, Dun Scéine, Iveagh Court, Harcourt Lane, Dublin 2, or alternatively by sending an e-mail to sara.morris@nationaltransport.ie. You should state that you are appealing because an initial decision was not sent to you within the time permitted. In that event, you would normally have 4 weeks (after the initial decision should have been sent to you) in which to make the appeal. The Authority will, however, allow the appeal to be made late in appropriate circumstances.

You may wish to note that in line with Department of Transport, Tourism and Sport's policy on Freedom of Information, all records released by the National Transport Authority under Freedom of Information requests, other than requests for personal information, will be placed on the Authority's website. .

Yours sincerely



Sara Morris

Owen Shinkwin

From: Ann Bogan <ann_bogan@corkcity.ie>
Sent: 22 August 2013 14:58
To: Owen Shinkwin
Cc: Erin O'Brien
Subject: Cork City Development Plan

Owen,

Would it be possible for myself and my colleague Erin O'Brien to meet with you next Tuesday after the parking meeting (say 12.00 noon) to discuss some Cork City Development Plan issues as a follow up to the NTA submission?

Regards,

Ann Bogan
Senior Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate,
Cork City Council, City Hall, Cork

T: 021-492-4331
F: 021-492-4712

email: ann_bogan@corkcity.ie
web: www.corkcity.ie

Owen Shinkwin

From: Tara Spain <tspain@nra.ie>
Sent: 09 June 2014 09:20
To: Owen Shinkwin
Subject: cork city plan
Attachments: Cork City Draft Plan 2014.doc

Owen

I will be sending this out on Thursday.

Maybe we can discuss on Wednesday when I'm over in the NTA.

Regards

Tara

Tara Spain
Senior Policy Advisor (Planning)
National Roads Authority
St. Martins House
Waterloo Road
Dublin 4
Direct Dial 0035316658849

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Pat Ledwidge
Director of Services
Planning & Development Directorate
City Hall
Cork City

June 2014

NRA Ref: 14-89838

DRAFT CORK CITY DEVELOPMENT PLAN

Dear Mr. Ledwidge,

The Authority welcomes consultation on the Draft Cork City Council Development Plan 2015-2021 and considers that the overall aims and approach of the draft plan are presented very clearly and concisely and in an easy to understand format.

Having reviewed the document the Authority wishes to make the following detailed comments and recommendations.

1. TRANSPORT

As acknowledged in paragraph 3.16, Cork has excellent roads and rail connectivity to Dublin and the east, with requirement for improvements to Limerick and Kerry in this regard the Authority acknowledges that need for the City Council working with other stakeholders which will support measures to improve transport networks into and around Cork city and region as indicated in objectives 3.5 and 3.6. The Authority also welcomes and supports the inclusion of paragraphs 5.12 -5.17 and associated objectives 5.1, 5.6, 5.7 and 5.8.

The following items need to be addressed:

a) N40 Demand Management Study

The N40 is heavily trafficked with AADT's of over 70,000 being recorded at some locations. It is noteworthy that the HGV percentage associated with the higher AADT locations are relatively low at approx 3.3%. In contrast, HGV's make up some 9% of traffic on the M8 north of Dunkettle.

In light of recent An Bord Pleanála decisions and proposed developments in the Cork Area and along the N40, it is considered appropriate that a demand management strategy is developed at this stage to manage the impact of further traffic growth on the N40. This growth would result in further congestion, reduced reliability and potentially erode the level of service provided by the N40. Preliminary findings from this study have highlighted significant issues of congestion at national road junction.

The Authority considers it crucial that there is detailed analysis of the impacts of the existing and future land uses on the operation of the national road junctions and the adjoining mainline to facilitate the development of appropriate and meaningful mitigation measures with regard to the management of traffic on the N40 as a whole. It is

considered that to alleviate the impacts of congestion on the N40 system measures need to be agreed such as demand management measures, smarter workforce travel planning, area travel planning and management, revised traffic management arrangements, and modification of the local roads network.

The Study is scheduled to be completed in late summer and the Authority considers it essential that the findings and proposals in the N40 Demand Management Study are incorporated in the revised draft plan.

b) Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA)

The Authority notes and welcomes the inclusion of Objective 5.4 and paragraph 16.4. The planning authority is advised that the Authority has prepared revised Traffic and Transport Assessment Guidelines (2014), which are available at www.nra.ie and could be referenced in the Draft Plan as appropriate guidance. The Guidelines also include recommendations on the requirement for sub-threshold and area based transport assessment for forward planning.

c) Road Safety Audits (RSA) and Road Safety Impact Assessment (RSIA)

The Road Safety Authority's Road Safety Strategy 2013-2020 builds on existing road safety interventions, but reframes the way in which road safety is viewed and managed in the community. In this regard the design of development proposals must address the functionality and safety of the road needs. Two processes specifically address these design concerns should be referred to in the development plan:

- Road Safety Impact Assessment (RSIA) is described in the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC as a strategic comparative analysis of the impact of a new road, or for substantial modifications to an existing road, on the safety performance of the road network. (Refer to NRA standard: NRA HD 19 Road Safety Impact Assessment)
- Road Safety Audit (RSA) involves the evaluation of road schemes during design, construction and early operation to identify potential hazards to all road users. RSA is to be carried out on all new national road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road. (Refer to NRA standard: NRA HD 19 'Road Safety Audits')

RSIA is a separate process to Road Safety Audit (RSA). While RSA examines the safety aspects within a scheme, RSIA considers the safety impact of a scheme on the surrounding road network. RSIA and RSA both work to improve the safety performance of new roads and existing roads that require modifications due to projects or proposals. Both have consequences for the design and layout of any project.

For Traffic and Transport Assessment, the appropriate and correct implementation of these instruments is essential in the preparation of planning proposals. Standards and Advice Notes on these processes are available from the NRA Design Manual for Roads and Bridges available for download from <http://nrastandards.nra.ie>

2. SUBURBAN AREA POLICIES

From the Authority's point of view, national road junctions are extremely important thus the impact of development generated traffic (residential and commercial) must be controlled so as not to unduly interfere with the strategic movement of goods and

services to/from the Cork region as indicated in chapter 3 and 5 of the Draft City Development Plan. The following issues arise in chapter 14:

a) Tivoli

Tivoli has an extensive south facing waterfront and the commuter rail line runs along its northern boundary and is in close proximity to the N8/M8. The CASP Update identifies it as an area with future potential for residential and employment uses. The Authority agrees that the preparation of a local area plan is required in order to determine a development strategy, which should be linked to not only the programme for relocation of the Port, and the likely timetable for lands becoming available for redevelopment but also significant road and public transport improvements. The Authority requests consultation during the preparation of this local area plan.

b) Blackpool/Kilbarry

The Authority has previously highlighted concerns with regard to the expansion of the "District Centre" zoning in the North Blackpool Local Area Plan which could have serious repercussions for the national road network in this area. The Authority has and would still highlight that, in the context of the N20; a revised strategic response to access within the local area plan area needs to be developed in consultation with the Authority. This is now especially appropriate given the proposed scale of development proposed under the "District Centre" zoning. This revised approach would seek to counter an over-reliance on the national primary road to cater for the locally generated development traffic arising from the local area plan and to avoid a proliferation of inappropriate accesses to the N20. As yet no agreement between the Authority and the City Council has been reached as to a suitable traffic plan for the area which did not impact on the operational efficiency and capacity of the N20 national route.

The Authority advises that given the scale of development proposed in the District Centre it is essential that an appropriate transport assessment should be undertaken to determine the capacity of the local road network, the interface with the N20 and the impact of the extent of development envisaged in the plan area on the operational efficiency and capacity of the national route. The Authority also advises that the cumulative impacts of any proposed developments in the extended area need to be considered and that assessing the impacts of the local area plan alone may be insufficient.

c) Mahon/ Jacobs Island

The Authority has serious concerns in relation to significant further non- residential development occurring to the south of the N40 interchange as proposed originally in the Mahon Local Area Plan, under the recent variation of current development plan and now in the current Draft Development Plan.

Those concerns can be summarised as follows:

Jacob's Island is a residential development area physically separated from Mahon by the N40 Mahon Interchange. Due to this physical separation there are very real transport impediments to providing sustainable transport solutions to development on Jacob's Island and therefore resultant local trips would be loaded onto the national road interchange. The Authority's understanding was that the City Development Plan and also the ethos of the Mahon Local Area Plan was that the appropriate land use strategy for Jacob's Island was for residential use with local services only.

It is also our understanding that analysis by the Council Planning Department using the data included in the Mahon Strategic Transport and Traffic Assessment and subsequent *Jacob's Island Addendum*, indicated that the inclusion of additional non-residential uses would:

- be contrary to national transportation policy, in that development would be car-borne and not support the achievement of smarter travel targets or support investment in public transport due to high car usage rates which would apply to offices on Jacob's Island.
- have an adverse impact on the Mahon Interchange and the N40;
- undermine the overall development potential of Mahon due to the adverse impact on the Mahon Interchange;
- undermine the case for rapid transit to Cork.

It is also a concern, that there has been no scenario testing of the impact of this proposed non-residential development proposed on the network especially the national road infrastructure.

The Authority would highlight that:

- Access to the Jacobs Island area is highly reliant on the Mahon Junction and N40.
- There is limited availability of public transport to the subject site to offset the significant reliance on private car borne trips which will be generated.
- The proposed non residential land uses are dependent upon a car borne catchment utilising the N40.
- There is already a significant supply of land with an employment zoning objective within Mahon capable of accommodating employment in excess of the employment targets for Mahon to 2031.
- A quantum scale of retail / commercial development has been assessed and refused by Bord Pleanála at this location.
- Outstanding permission exists for commercial development including 1200sqm of retail space (PL28 .232275)

This appraisal would also coincide with inclusions in the NTA submission to the Draft LAP (dated 16th September 2013) which indicated the inappropriateness of locating further development south of the interchange due to

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;
- The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

The Authority would also support this view. It is therefore the Authority's opinion that justification for an increase in quantum of non-residential uses in Jacobs Island has not been established and/or justified.

The Authority considers that the inclusion of the location, nature and size of the development proposed under Section 2.25 and in particular objective ZO20, ZO9 and associated mapping no. 6, with its underlying objective for 15,000 sq m science and technology activities, will give rise to unnecessary local traffic generation on the strategic national road network which would be contrary to the provisions of official policy and therefore at variance with the provisions of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012).

The Authority therefore considers that having regard to the strategic importance of the junction and national road network at this location, the reliance on the Mahon Junction for all access to and from Jacobs Island and the particular sensitivity the junction has to additional traffic loading, that the proposed development objectives should be omitted.

3. CONCLUSION

The Authority is aware that Blackpool/ Kilbarry and Mahon are the major development opportunities in the city suburbs. Tivoli and the Tramore Rd/ Kinsale Rd also represent future redevelopment and intensification opportunities. In view of the location of these areas, the Authority respectively points out that although a requirement has been identified for the development of these lands that this local demand cannot be developed at the determinant of eroding or undermining the investment in national infrastructure which is required to service the Country's major inter-urban and inter-regional transport requirements that underpins Ireland's return to competitiveness. Policies in growth areas should be adopted so as to avoid the undermining of the strategic transport function of national roads, by measures intended to cater for the needs of local traffic and local development related traffic, which should more appropriately be addressed within the framework of providing an adequate local transportation infrastructure as outlined in chapter 5 of the Draft Development Plan and in the interests of the implementing a sustainable economic strategy as outlined in chapter 3.

The Authority is willing to meet to further discuss the issues raised in this correspondence with members of the Executive at your earliest convenience as an aid to devising an appropriate and sustainable development strategy for Cork City.

Yours sincerely

Tara Spain
Senior Policy Adviser (Planning)

4

Owen Shinkwin

From: Tara Spain <tspain@nra.ie>
Sent: 22 April 2014 12:15
To: Owen Shinkwin
Subject: Cork City Plan

<http://www.corkcity.ie/news/mainbody,67036,en.html>

Tara Spain
Senior Policy Advisor (Planning)
National Roads Authority
St. Martins House
Waterloo Road
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Direct Dial 0035316658849

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Owen Shinkwin

From: Owen Shinkwin
Sent: 17 June 2014 17:16
To: Marian Wilson
Subject: cork submission
Attachments: National Transport Authority submission on the Draft Cork City Development Plan 2015-2021.pdf

Marian,

As requested.

Owen

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Ireland



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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Náisiúnta

National **Transport** Authority

tel: 01 879 8300
fax: 01 879 8333
email: info@nationaltransport.ie
web: www.nationaltransport.ie

Mr Pat Ledwidge,
Director of Services
Strategic Planning and Economic Development Directorate,
Cork City Council,
City Hall,
Cork

17th June 2014

RE: National Transport Authority's submission on the Draft Cork City Development Plan 2015-2021

Dear Mr Ledwidge,

The Authority notes the contents of the Draft Cork City Development Plan (Draft Plan) and would support its overall objectives as presented in the Core Strategy, as providing the basis for the consolidation of Cork Metropolitan Area-generated population and employment growth within Cork City.

The Authority's comments on the Draft Plan are focused on a number of policy areas, which are considered to be critical to achieving:

- Greater consolidation of future population and employment location; and
- Integrated Land Use and Transport Planning, as manifested by:
 - the optimisation of investment by the City Council, NTA and other agencies in transport infrastructure,
 - improved and more effective public transport services,
 - improved accessibility to jobs and services, and
 - a reduction in car dependency.

With this in mind, particular attention is given to the following elements of the Draft Plan:

1. Development Location, Development Density and Integration with Investment in Transport Infrastructure and Public Transport Services;
2. Transport and Mobility, Transport Investment, Parking Policy/ Parking Standards.

1. Development Location, Development Density and Integration with Investment in Transport Infrastructure and Public Transport Services

Chapter 2 – Core Strategy

Prioritisation of Residential Development Locations to Support Investment in Sustainable Transport

The Authority supports the prioritisation of development in locations which facilitate development consolidation within defined public transport corridors and delivered through the preparation of local area plans for such locations. Within those plans, appropriate residential and other development densities, mix of uses, layouts, sequencing and contingent supporting transport networks and services can be determined. This type of mechanism for the prioritisation of development at the City and local levels is essential to inform the distribution and sequencing of population growth provided for in the Core Strategy and as such will have a critical bearing on the ability to optimise investment by the Council, NTA and other agencies in the requisite supporting transport infrastructure, the delivery of improved and more effective public transport services, the greater consolidation of future residential development along public transport corridors and the achievement of higher development densities, based on public transport accessibility, with particular priority being given to more central locations within the City.

Residential Density

Residential densities should be determined on the basis of clearly presented public transport network and public transport service level objectives. They should not be determined solely on the basis of the capacity and frequency of existing public transport services, as this in itself would not take sufficient account of the public transport investment proposals currently being developed. Such an approach could serve to undermine the basis for future investment in public transport infrastructure and services, and the ability to deliver improved levels of service in existing priority investment corridors.

It is therefore recommended that densities are determined through a process which combines the prioritisation of development locations, or corridors with the prioritisation of investment in public transport infrastructure/ services.

Employment location, Employment Intensity

The Authority would support the prioritisation of future employment development on the basis of clearly defined employment types combined with associated, stated locational, operational and employee accessibility requirements. Whilst this approach is broadly reflected in the Draft Plan's Core Strategy and policies on Employment, a closer alignment with transport policy and transport investment prioritisation over the period of the Plan, is required.

The Authority would support the use of local area plans as a means of determining the appropriate location, sequencing, scale, employment type, layout, supporting transport infrastructure and requisite public transport service levels within defined employment growth areas. This however, should be undertaken in the context of employment growth prioritisation within central parts of the City and as a basis for increasing accessibility to and the demand for public transport and strengthening the basis for investment in public transport infrastructure and services.

Chapter 14 - Suburban Area Policies (Jacobs Island)

In regards to paragraph 14.6, the Authority has previously highlighted and continues to have particular concerns with the Draft Plan's provision for up to 15,000 sq.m. of mixed use development at Jacobs Island, including business and office space, the following basis:

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange and the national road network;
- The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

As stated in the Mahon STTS (Jacobs Island Additional Development Assessment):

- *It would have a negative impact on the ability to create a Central Mahon with a strong sense of place;*
- *... would undermine the development of office space in Central Mahon, as well as the City Centre, Docklands and Blackpool;*
- *... contrary to national planning and transportation policy, as it would be very car dependent. It would also be very contrary to the expectations of the NTA/NRA for Mahon, in that development would be car-borne and not support smarter travel and public transport. This could undermine the case and delivery of rapid transit to Cork.*

As such, the Authority does not support this provision and would consider it to present a risk to future investment in transport infrastructure and public transport services in Cork City.

2. Transport and Mobility, Transport Investment, Parking Policy/ Parking Standards

Chapter 5 – Transportation, Chapter 16 – Development Management (Parking Standards)

Transport and Mobility, Parking Policy, Parking Standards

One of the principal challenges for the Development Plan in framing its transport and mobility policies is to encapsulate all of what is required to deliver an integrated strategy for transport investment, transport demand management, development location, development intensity and development type.

This needs to be undertaken on the basis of clearly defined objectives relating to mode split for a range of trip purposes; accessibility to the City Centre, Docklands, other key development areas and strategic economic assets such as airport and port facilities and the use of and protection of

transport assets for clearly defined purposes (public transport corridors, national roads for strategic traffic, etc.).

Consolidation of Development within public transport corridors

As previously stated, the achievement of this objective will be contingent on the Council's prioritisation of development within central areas of the City in particular, and clearly defined public transport corridor locations and (through the mechanism of the local area plans) the application of development densities, land uses, parking standards and the achievement of local connectivity/permeability which maximises the attractiveness and utility of public transport, walking and cycling over the use of the car, for a range of trip purposes.

This can provide the basis, over time, for higher service frequencies, greater integration between services and a higher level of public transport accessibility within the City, its environs and across the Metropolitan Area.

Transport Demand Management, Parking Policy / Parking Standards

On the closely related issues of transport demand management, the development of an integrated transport system and parking provision, the CASP Update report (Cork Area Strategic Plan – Strategy for Additional Economic and Population Growth – An Update, July 2008), states that the *“Effective implementation of development control policies and in particular those elements that influence travel demand including densities and local transport accessibility and parking standards, have a critical bearing on the viability and success of the integrated transport system”*. The CASP Update goes on to say that *“The implementation of effective development control in supporting public transport policies is critical as transport is a derived demand directly influenced by the scale, location and density of developments and in particular by the supply of parking and alternative transport choices”*. Finally, the CASP Update emphasises the need for a co-ordinated parking policy between the two local authorities (Cork City and County councils).

In light of the CASP Update's recommendations, the Authority would emphasise the need for and the benefits of achieving a common, agreed approach to car parking standards and their application between the City and County councils as part of their respective development plan reviews and applied within the Cork City and Environs areas.

Whilst the delivery of this investment and the associated ability to improve public transport services will be contingent on the availability of requisite funding, including that of the Regional Cities' 5 Year Transport Investment Framework, a greater degree of certainty on the location of public transport investment priorities, in combination with complementary detailed statutory plans at the local level could provide the basis for the most appropriate application of parking standards (within the stated maximum values) which reflect public transport service level objectives and appropriate development densities and mix of uses. In the case of large-scale developments, an incremental reduction in parking provision could be considered as part of a development phasing process.

It is recommended that parking standards and their application (including the manner in which the zones are defined) is informed by current investment priorities in public transport infrastructure and services for the City, over the period of the development plan and beyond.

Key Points

In summary, in light of the views presented above, the Authority would emphasise the need for:

- A strong emphasis on a sequential approach to retail and employment development, focused in the first instance on the City Centre, Docklands and then on locations within district centres/ key development areas which centrally located within strategic public transport corridors;
- A clear link between development density and public transport provision, including the transition to higher development densities within each centre and along defined strategic public transport corridors in order to effect a reduction in trip lengths and to provide a stronger demand basis for higher frequency public transport services over time;
- A clear policy which explicitly supports the transport user hierarchy as a means of providing a coherent basis for future investment in transport infrastructure. This considers transport user needs in the following order:
 1. Pedestrians
 2. Cyclists
 3. Public transport users
 4. Freight, delivery and waste vehicles
 5. Private vehicles users
- Maximum Parking standards for non-residential development which are linked to centrality and accessibility to public transport;

I trust that the views of the Authority will be taken into consideration in the finalisation of the Plan. The Authority would also be happy to meet with members of the executive to further discuss the issues raised in this submission, should you have any questions pertaining to the implementation of the Authority's recommendations.

Yours sincerely,


Hugh Creegan

Director of Transport Investment and Taxi Regulation

Owen Shinkwin

From: Owen Shinkwin
Sent: 23 October 2013 14:11
To: Jeremy Ward (jeremy_ward@corkcity.ie)
Subject: FW: Cork City Council - Submission/observation acknowledgement

Jeremy,

This is the acknowledgement of receipt I received on 16th September.

Regards,

Owen

Subject: Cork City Council - Submission/observation acknowledgement

Hugh Creegan, Director of Transport Investment and Taxi Regulation

owen.shinkwin@nationaltransport.ie

Date:

Our Ref: Draft Mahon LAP13/1807

A Chara,

Re: Draft Mahon Local Area Plan

I acknowledge receipt of your submission/observation received on on behalf of Hugh Creegan, Director of Transport Investment and Taxi Regulation in relation to the Draft Mahon Local Area Plan.

The contents of your submission/observation (including the summary outlined below) have been noted and will be taken into consideration.

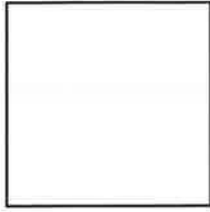
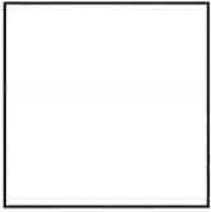
Summary of Submission

See attached submission.

Please quote the above reference in any further correspondence in this regard.

Yours faithfully,

Planning Policy Division



The Gathering 2013 – be part of it

Owen Shinkwin

From: Ann Bogan <ann_bogan@corkcity.ie>
Sent: 22 August 2013 15:00
To: Owen Shinkwin
Subject: FW: Cork City Development Plan

Owen,

Sorry, I meant after the Freight meeting.

Ann Bogan
Senior Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate,
Cork City Council, City Hall, Cork

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From: Ann Bogan
Sent: 22 August 2013 14:58
To: 'Owen Shinkwin'
Cc: Erin O'Brien
Subject: Cork City Development Plan

Owen,

Would it be possible for myself and my colleague Erin O'Brien to meet with you next Tuesday after the parking meeting (say 12.00 noon) to discuss some Cork City Development Plan issues as a follow up to the NTA submission?

Regards,

Ann Bogan
Senior Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate,
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Owen Shinkwin

From: Owen Shinkwin
Sent: 17 June 2013 15:56
To: 'cdp@corkcity.ie'
Subject: National Transport Authority submission on the Cork City Development Plan Review - Section 11 Consultation Document
Attachments: NTA submission on Cork City Development Plan Review - Section 11 Consultation Document.pdf

Dear Sir/ Madam,

Please find attached the National Transport Authority's submission on the Cork City Development Plan Review, Section 11 Consultation Document.

Yours sincerely,

Owen Shinkwin

Údarás Náisiúnta Iompair

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Náisiúnta

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Mr Patrick Ledwidge,
Director of Services,
Strategic Planning and Economic Development,
Cork City Council,
City Hall, Anglesea Street,
Cork

17th June 2013

Re: Cork City Development Plan Review – Section 11 Consultation Document

Dear Mr Ledwidge,

The National Transport Authority (the Authority) welcomes the opportunity to submit its views on a number of the issues presented in the Section 11 Consultation Document on the review of the Cork City Development Plan. The submission sets out its concerns and recommendations in relation to the distribution of population and employment growth in the Cork Gateway and the rationale for this in relation to the integration of land use and transport planning and investment. In doing so, the City Council and County Council areas are taken to be a single and interdependent functional area. The recommendations made in this submission are consistent with those made in the Authority's submission to Cork County Council, on their Section 11 document in March 2013.

Since our establishment, the Authority has worked closely with the Cork local authorities, primarily in our role in relation to investment in sustainable transport measures in the Metropolitan area. This role has been supported and complimented by the provision of technical inputs and policy advice in the wider planning area, with a view to the integration of transport and land-use planning policy. The Authority is engaged in an ongoing basis in the following work with Cork City Council:

- City Centre Movement Strategy;
- Mahon Local Area Plan;
- Cork Strategic Networks; and
- Various Walking, Cycling and Public Transport Projects.

It is in the context of this ongoing engagement that we make the following comments.

Policy Context and Implications for Future Development Patterns

The current RPG and County Development Plan and CASP Update 2008 place a strong emphasis on the location of future population and employment growth in the following locations within the Cork Gateway:

- Cork City Centre
- Docklands
- Mahon
- Northern environs of the City;
- Along strategic transport corridors:

- to the north (N20/ Cork-Mallow rail line),
- to the east of the City, along the N25/ Cork-Midleton/Cobh rail line,
- along a west-east corridor extending from Ballincollig to the City boundary (and onwards to the City Centre and Mahon) within which it is proposed to develop a bus rapid transit (BRT) route,
- along a south-north strategic bus corridor connecting Cork Airport with Ballyvolane/ north city environs.

In the view of the Authority, the critical factors pertaining to all of the above corridors are that they need to:

- Support a greater concentration of future population and employment growth within the contiguous built up area of the City and its environs;
- Maintain and deliver a stronger focus on Cork City Centre as the primary hub for public transport service provision coupled with complementary development objectives, particularly in regard to strengthening its employment function and maintaining its primary retail function within the South West Region;
- Capitalise on existing public transport assets and provide a demand basis over time for further investment and public transport service level improvements;
- Support and benefit from a greater integration between bus and rail services;
- Provide a strong basis over the longer term for a Metropolitan Area which expands and consolidates, increasingly along a west-east corridor between Ballincollig, Cork City/environs, Docklands and Midleton, also reflecting the more favourable topography of this development orientation.

The view of the Authority at this stage, is that at a very general strategic level, the current policies guiding future development within the Metropolitan Area provide a robust, evidence basis for a stronger development emphasis on the west-east corridor referred in the final bullet point, above. This argument is of particular relevance in the context of:

- Substantially lower likely rates of population and employment growth, at least in the period to 2020, than those assumed in every current policy document pertaining to the Metropolitan Area;
- The serviceability of land for development purposes in an economically efficient manner;
- The optimisation of existing transport infrastructural assets as a basis for the location of future development – a particularly important consideration in the context of on-going financial constraints to future investment in transport infrastructure;
- Reducing the risk of development dispersal and achieving the highest possible level of development consolidation from a lower level of population and employment growth; and in doing so,
- Achieving a more environmentally sustainable and economically competitive City Region.

Notwithstanding this view, decided anomalies do exist between the relatively strong population growth focus on the west-east corridor and the relatively dispersed pattern of *Strategic Employment Centres* in the Cork Gateway. Whilst in some cases, this is based on certain functional or locational determinants pertaining to particular industrial sectors, or facilities such as port estates or the airport, there is nonetheless scope for a refocusing of priority employment growth locations to better support consolidation and the use of non-car modes.

Recent Population Growth and Distribution

The Metropolitan Area has experienced substantial population growth over the last 20 years, rising from 232,000 in 1991 to 272,000 in 2006 and nearly 290,000 in 2011.

This growth has not been evenly distributed, with a general trend of population decline within Cork City, a slowing rate of growth within the environs of Cork City and with the highest rates of growth now occurring in some of the Metropolitan Area towns, their semi-rural hinterlands and in the environs of some of the Ring Towns, villages and rural areas outside of the Metropolitan Area.

The lowest rates of growth and highest rates of population decline have occurred within the City Council area.

One of the challenges therefore, will be to effect a refocusing of population growth towards the Metropolitan Area, particularly within the City Council area. Emphasis would be best placed on those locations within the City Centre, including Docklands, and defined development corridors to enable a joined up approach to be taken to future development location and investment in transport infrastructure and public transport services.

Population Densities

The Metropolitan Area is characterised by generally low urban densities with the highest densities occurring in the City Centre and older suburban areas immediately to the north and south. It is in these areas that the highest rates of population decline are also occurring. The higher population density footprints (for example, population density > 1800/sq.km) are largely confined to:

- Most built up areas within the City boundary,
- Built up areas contiguous to the City (south city environs)
- Certain residential areas within Ballincollig
- Glanmire, Carrigaline, Cobh, Passage, Midleton
- A few smaller clusters associated with some smaller settlements within the Metropolitan Area

In general, the current basis for the use of transport modes other than the car is reduced by:

- The low prevailing population densities;
- Low levels of permeability within urban areas, reducing accessibility (to public transport services) at the local level;
- The small overall scale and fragmented nature of higher density population distribution;
- The relative decline of longer established and more centrally located employment areas; and
- The wide distribution of strategic employment locations across the Metropolitan Area, often peripherally located in relation to significant centres of population and existing or potential public transport corridors.

Employment Distribution, Employment Densities and Locational Determinants

In general, within the Metropolitan Area, employment is not strongly focused on locations accessible by public transport. Even in the case of the City Centre, employment is relatively weakly concentrated, containing only c.13% of the total jobs located in Cork City and County. On the contrary, office and other more employment-intensive activities are more often accommodated in edge of city or out of town locations in lower density office park or industrial estate environments, whose primary accessibility considerations are often governed by ease of access from the national road network, rather

than accessibility to public transport services. This pattern is in large measure reflected in and reinforced by some of the *Strategic Employment Locations*, as identified in the CASP and prioritised for future employment growth. Notwithstanding the policy to increase the numbers of jobs in the central area including Docklands, and other locations within the City Council area such as Mahon and Kilbarry, much emphasis is still being placed on more peripheral locations, such as:

- Little Island/Carrigtwohill
- Ringaskiddy/ Carrigaline
- Whitegate
- Cork Airport
- Ballincollig

In summary, most of the locations prioritised for employment growth in the Metropolitan Area, by virtue of:

- Their peripheral locations within, or disjoint from larger centres of population;
- Their generally low density formats and fragmented development patterns;
- Severance levels for pedestrians and cyclists, associated with car orientated layouts;
- Their lack of proximity to, or poor local connectivity with priority public transport corridors or existing public transport services;
- Their very dispersed employment trip patterns and poor match with existing public transport service patterns; and
- The competitive advantage which their accessibility to the national road network has over any potential public transport alternative, compounded by a lack of any meaningful demand management of the national road network;

do not currently provide sufficient supporting basis for more public transport-oriented trip patterns and by association, a more consolidated development form within the Metropolitan Area.

In the context of recent population and employment trends, future growth is likely to occur at substantially lower rates than that assumed in CASP and the City and County development plans' core strategies. In the event, lower overall projected rates of growth should be reflected in a corresponding adjustment in the distribution of that growth, to ensure that at whatever level of development, the highest possible level of consolidation within and in the environs of the City is achieved. This would also have the associated advantage of maximising the extent to which accessibility by public transport and other non-car modes can be achieved and by association, protecting existing and proposed investment in transport infrastructure and public transport services.

Car Parking

The current emphasis on car-based accessibility to places of work is reflected in another strong determinant of modal choice, namely current parking provision and the parking standards that apply to new developments. In this regard, the Authority would support the development of common parking standards for the Metropolitan Area and a zone-based system, based on centrality within the metropolitan area and public transport accessibility. The NTA would recommend that explicit reference to such an objective be included in the City Development Plan.

Travel Patterns and Mode Splits

As referred to above, the Metropolitan Area, including the City Council area, is characterised by a dispersed pattern of journeys to work, with correspondingly high car mode shares (>75%) applying at

most significant employment destinations, with particularly high values applying at those locations which are on or in close proximity to the national road network, namely: Carrigtwohill, Little Island and Douglas. The mode split for car for trips to work in the City Centre is 64%, significantly higher than the Smarter Travel target of 45%.

In relation to other modes, walking is the second most popular for work trips to the City Centre, with 1 in 5 trips to workplaces in this location being undertaken on foot. This relates broadly to the proportion of the workforce living within the locality and walking often being the only significant alternative mode available. Bus mode shares are generally less than 5% at the main employment destinations, with 9% of trips to Cork City Centre being undertaken by that mode. 2% of work trips to Cork City Centre are by rail. The table below sets out the mode split for the Cork City Council area as well as the 10 most central Electoral Divisions, combined as "Cork City Centre".

Destination/Mode	Walking	Cycling	Car Driver	Car Pass	Van	Bus	Rail	M'Cycle
Cork City Council	14.1%	1.5%	67.2%	6.3%	2.3%	6.7%	0.7%	0.7%
Cork City Centre (10 EDs)	20.6%	2.2%	56.7%	6.9%	1.9%	9.0%	2.0%	0.6%

Retail Development

The Authority notes that a joint retail strategy is currently being prepared by Cork City and County Councils and would support the potential for coherent approach to the hierarchy of retail centres and distribution of retail floorspace which a joint approach could achieve.

Consistent with the need for consolidation, focused on the City and its environs, the Authority would support a strong emphasis on both sustaining and expanding on the role of the City Centre as a retail centre serving the City, its environs, the wider Metropolitan Area and South West Region. This focus, in turn, needs to be reflected in the number, scaling and accessibility attributes of district centres within the Metropolitan Area, a clear definition of their retail catchments, with a presumption against the provision of higher order comparison retail floorspace, accessibility to the national road network and car parking which is not subject to appropriate demand management.

The basis for this can be supported, in part, by the Authority's current investment priorities in the Metropolitan area (through the current 5 year transport investment framework) in particular:

- the development of a number of well performing radially-based bus corridors connecting the City Centre with the outer suburban areas, with corresponding reductions in bus journey times;
- the delivery of more reliable travel times for buses operating through the City Centre (most services currently operate on a cross-city basis); and
- the review of existing bus service patterns and delivering more effective services which optimise consistency with bus service patterns and actual trip patterns, across a range of trip purposes.

In regards to the likelihood of lower rates of population growth than currently forecast, the Authority would also support the monitoring retail policies over time, given that most of the projected retail floorspace requirements and its distribution is linked to population growth and the distribution of that growth.

Conclusions and Recommendations

Conclusions

Current trip patterns and policy objectives point to the critical role which the private car currently plays in almost every aspect of the social and economic life of Cork City.

Development patterns over the last 40 years have established and increasingly reinforced the transition from a mono-centric regional city whose population and employment was largely contained within Cork City to a greatly expanded polycentric city region, but where employment location has been determined on an increasingly separate basis, away from 'settlement' locations, based increasingly on the city region's national road network and strategic port/ industrial sites in the lower harbour.

This has gone hand in hand with increasing car ownership levels, relatively low urban densities, high levels of one-off housing development within the Metropolitan Area's immediate rural hinterland, the relative decline of the City Centre as the commercial focus and a high level of investment in high capacity roads whose originally intended 'strategic' function has been combined with their now primary use in accommodating car-based commuting over both longer and shorter distances. This has been facilitated by the short intervals between junctions and an absence of demand management, consistent with their originally intended function and often necessitated by an absence of a feasible alternative mode choice relating to current trip patterns.

From this point, the potential for a tempering of these historic trends has been identified in this submission, not based on a wholesale reversal of current policies and investment priorities but largely on the basis of current policies, but with a greater focus on a west-east development corridor, extending between Ballincollig, the City Centre, Docklands and Midleton, within which stronger trip associations can develop over time, increasingly on the basis of public transport use, walking and cycling, for a range of journey purposes.

NTA Recommendations

In Cork City, the car will continue to play a central role. In order to provide the basis for the increased use of public transport, walking and cycling, policies which encourage and facilitate these modes will need to form part of the City Development Plan. This approach needs to be reflected in all aspects of the future development and management of Cork City, and as such the Authority makes the following recommendations for consideration in the making of the draft development plan:

- A stronger emphasis on sequential expansion, focused on the most central parts of the City Council area, Docklands, existing district centres and those locations along strategic public transport corridors;
- A clear link between development density and public transport provision, including the transition to higher development densities within each centre and along defined strategic public transport corridors in order to effect a reduction in trip lengths and to provide a stronger demand basis for higher frequency public transport services over time;
- A clear policy which explicitly supports the transport user hierarchy as a means of providing a coherent basis for future investment in transport infrastructure. This considers transport user needs in the following order:

1. Pedestrians

2. Cyclists
3. Public transport users
4. Freight, delivery and waste vehicles
5. Private vehicles users

- That a policy requiring the application of *Achieving Effective Workplace Travel Plans – Guidance for Local Authorities*, published by the NTA in 2012, is inserted into the plan;
- Maximum Parking standards for non-residential development which are linked to centrality and accessibility to public transport;
- A Metropolitan area-wide approach to parking standards developed in conjunction with Cork County Council;
- That policies stating the following will be adhered to in future land-use and transport developments is inserted into the plan:
 - National Cycle Manual (NTA, 2011)
 - Sustainable Residential Development in Urban Areas (DoE, 2009)
 - Best Practice Urban Design Manual (DoE, 2009)
 - Design Manual for Urban Streets (DTTAS / DoECLG, 2013)
- With the exception of large-scale regionally important generators of economic activity, a movement away from discreet single-use development areas towards mixed use development formats.

We would request that the views of the Authority be taken into consideration in the review of the development plan and would welcome the opportunity for further discussion during the course of the plan's preparation.

Yours sincerely,



Hugh Creegan,
Director of Transport Investment and Taxi Regulation

Owen Shinkwin

From: Erin O'Brien <erin_obrien@corkcity.ie>
Sent: 26 August 2014 17:00
To: Owen Shinkwin
Subject: Cork City Development Plan: Public Transport Queries

Hi Owen—

I'm working amendments to the Draft Development Plan in response to public submissions and was hoping you could give me some advice. (Our transport chapter is fairly bare-boned, but I'm hoping it will set out what's being done and the broad direction we're headed in when it is complete.)

My specific questions relate to public submissions in respect of public transport:

- 1) One submission noted that we've provided very little information regarding what strategic plans are in respect of bus network improvements over the lifetime of the Development Plan (through 2021). I was thinking of broadly referencing details from Action 13 of *Smarter Travel* (extracted below for ease of reference). Is there something more Cork City specific that I could/ should include instead?
- 2) Secondly, it was further submitted that we should set an objective to "act as a facilitator for the NTA, Irish Rail & Bus Éireann so as to coordinate bus and rail times, increase rail frequency and integrated ticketing". To me, this sounds more like something the NTA would likely be taking the lead on. Is this correct? Are there specific supporting measures that are needed from Cork City Council that warrant our mentioning something specifically in the Development Plan?

I hope those queries make sense; please let me know if you need any clarification.

Kind regards

Erin
Erin O'Brien
Executive Planner
Policy Division
Cork City Council

(021) 492 4313

Owen Shinkwin

From: Erin O'Brien <erin_obrien@corkcity.ie>
Sent: 08 September 2014 16:23
To: Owen Shinkwin
Subject: RE: Cork City Development Plan: Public Transport Queries

Thanks, Owen, much appreciated!

From: Owen Shinkwin [mailto:owen.shinkwin@nationaltransport.ie]
Sent: 08 September 2014 16:22
To: Erin O'Brien
Cc: Ann Bogan
Subject: RE: Cork City Development Plan: Public Transport Queries

Hi Erin

I've added in a few additional comments, regarding the two issues raised (highlighted in yellow).
 If you have any further questions, let me know.

Regards,

Owen

From: Erin O'Brien [mailto:erin_obrien@corkcity.ie]
Sent: 26 August 2014 17:00
To: Owen Shinkwin
Subject: Cork City Development Plan: Public Transport Queries

Hi Owen—

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Extracts from the Cork Metropolitan Area Five Year Investment Framework 2013-2017 (Cork City Council and Cork County Council)

Cork Area Transit Study (CATS) 2009

The Cork Public Transport Feasibility Study, which was commissioned by Cork City Council, was completed in 2010. The feasibility study was subsequently renamed the Cork Area Transit System (CATS) Study. The main objective of the study

was to identify a public transport system that will meet the travel needs of the Cork City and surrounding areas up to 2020 and beyond. The main recommendations included an East-West Bus Rapid Transit (BRT) system and a restructured bus network. The study was directed by a project team comprising representatives from Cork City Council, Cork County Council and Bus Éireann.

The CATS Study recommended an integrated package of measures that seeks to provide a state of the art public transport system to facilitate the future growth in the Cork Region and to ensure that all road users can move around in a less congested environment.

The recommendations of the CATS Study included:

- Phased introduction of a BRT system linking Ballincollig and Mahon, via the City Centre and Docklands, connecting:
 - Docklands;
 - Kent Rail Station;
 - Main Bus Station;
 - UCC, Bon Secours Hospital, CUH, Cork Co. Co. Offices, CIT and proposed Science Park;
- Significantly improved bus services and priority measures on the key north-south corridor linking the Airport to the City Centre and onto Ballyvolane;
- Reconfigured bus network with improved frequencies, better linkage and improved on-street priority throughout the Cork Region;
- Revised Traffic Management arrangements to improve accessibility and facilitate introduction of improved public transport throughout the Cork Region;
- Supportive Parking Strategies in the Cork Region to achieve the desired study outcomes, and to support investment in public transport, and
- Implement integration measures including:
 - Park and Ride;
 - High quality bus stop infrastructure with Real Time Information and mapping;
 - Integrated ticketing/fares and;
 - Seamless interchange at Kent Station.

Public Transport Networks

Bus Services

Bus Éireann provides Bus Based Public Transport in Cork which includes City, Suburban, Provincial and Expressway Bus Services.

These services are currently provided with a fleet of 151 buses and 500 staff including, over 300 drivers, in the Cork Area. Bus Éireann operates the School Transport Scheme on behalf of the Department of Education.

From 2000 to 2008 the level of City bus services increased by 53% while the level of suburban bus Services provided by Bus Éireann in the CASP Area increased by 55%.

The introduction of these service improvements has been correlated with the introduction of the 10 Green Routes as per the Cork Area Strategic Plan (CASP). These Green Routes include a combination of Bus Lanes, Bus Priorities and improved Bus Stops and have improved the environment for the users of Public Transport in the Cork area. This has been reflected in increased service levels and increased passenger numbers since 2000.

Bus Éireann has introduced an Automatic Vehicle Location (AVL) system and is involved with the NTA in the provision of Real Time Passenger Information (RTPI). RTPI signage is currently in a test phase in the City with 46 RTPI signs in total to be installed in Cork in 2012.

Bus Éireann in conjunction with the NTA is currently in the process of implementing a number of service changes arising from the recommendations of a review of Cork City and suburban bus services undertaken by the NTA. The initial phase of this review was introduced in June 2012 with an increase in the frequencies of City Bus Routes No.205 and No.208 serving Kent Station, City Centre, UCC, CIT, FAS, CUH and Western Suburbs. This also aligns with the recommendations of the CATS report which had recommended a Bus Rapid Transit (BRT) Route from Docklands via Kent Station, Bus Station, City Centre, Bishopstown to Ballincollig subject to various criteria. One of these criteria is the intensification of the Public Transport offering throughout the City with particular emphasis on the suggested BRT corridor.

(update on the last paragraph, above will be provided)

- 2) Secondly, it was further submitted that we should set an objective to “act as a facilitator for the NTA, Irish Rail & Bus Éireann so as to coordinate bus and rail times, increase rail frequency and integrated ticketing”. To me, this sounds more like something the NTA would likely be taking the lead on. Is this correct? Are there specific supporting measures that are needed from Cork City Council that warrant our mentioning something specifically in the Development Plan?

In regards to the Cork Metropolitan Area, the NTA is involved in the planning of public transport services (including bus); investment in various transport measures on behalf of the Department of Transport, Tourism and Sport (for example, through the current 5 year Investment Framework for the Cork Metropolitan Area, investment in rail station improvements, RTPI, bus stops, Smarter Travel Workplaces, Green Schools, etc.); and the regulation of public transport services.

The various functions of Cork City Council, Cork County Council, the NTA and other agencies, including public transport service providers are complementary and interdependent as such can facilitate the provision of more effective and more integrated public transport services over time within the Cork Metropolitan Area. Of critical importance will be the inclusion of land use policies and transport investment priorities, in both the City and County development plans, which support this.

Regional Cities Sustainable Transport Programme (Five Year Investment Framework 2013-2017)

The National Transport Authority manages, on behalf of the Department of Transport, Tourism and Sport, the Regional Cities Sustainable Transport Programme, through which funding is provided to Cork, Limerick, Galway and Waterford cities in relation to various traffic management, bus priority and sustainable transport project. In the case of Cork, funding is allocated to Cork City and County councils.

In 2012, both local authorities submitted a Five Year Investment Strategy covering the period from 2012-2016. These Strategies now form the basis on which projects are funded in a prioritised coordinated plan from year to year.

Among the projects in Cork City and (County) Environs included in the 5 Year Investment Strategy are:

- City Centre Movement Strategy
- Strategic Corridor Network Concept Design studies
 - Bishopstown and Ballincollig Corridor
 - Douglas Corridor
 - Docklands and Mahon Corridor
 - Ballyvolane Corridor
 - Blackpool Corridor
- Cork Metropolitan Cycle Strategy Network
- Douglas LUTS (County)
- Kent Railway Station to City Centre
- Parnell Place Improvement Scheme
- Cycle Routes:

- Douglas to City Centre
- UCC to City Centre Cycle Route
- Ballyvolane to City Centre

The Transportation Department in the City Council can provide you with further information on the Transport Investment Programme, the full list of projects and their current status.

I hope those queries make sense; please let me know if you need any clarification.

Kind regards

Erin
Erin O'Brien
Executive Planner
Policy Division
Cork City Council

(021) 492 4313

Action 13

We will offer a reliable urban bus service in significant urban areas, which provides the following standard, taking into account particular local factors:

- A bus route/stop within 800 metres of a house in an urban area
- A schedule which commences at 6 a.m. and finishes at 1 a.m., 7 days a week depending on demand
- A frequency of at least 10 minutes at peak hours and 20 minutes at non-peak hours
- A pre-pay cashless transaction, to minimise delays at stops
- A defined level of comfort and cleanliness on vehicles.

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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Owen Shinkwin

From: Marian Wilson
Sent: 08 September 2014 15:52
To: Owen Shinkwin
Subject: RE: Cork City Development Plan: Public Transport Queries

Owen,

I would advise against the use of the extract from Smarter Travel as a proposed response to the deficiency perceived by the contributor referred to in 1 below who sought more specific information and detail from the city planners about plans to develop the network of public transport services in the city.

The following is a link to a presentation by CEO at a conference earlier this year which is a good audit of what has been done recently in Cork and is underway today, other than in the domain of bus and rail services.

http://10.0.0.66/?page_id=2765

Unfortunately it doesn't elaborate on what we are going to do by 2021 in Cork, particularly in terms of services. Many of the following questions can only be answered by Authority senior management:

1. By 2021, will there be a cross-Cork rail service Mallow – Cobh / Midleton?
2. Will there be a BRT? Or an agreed BRT alignment?
3. Will the 2014 investment in bus priority / cycling priority of €8.5m continue at the same or similar rate to 2021?
4. What prioritised paths across Cork city centre will exist by 2015, 2016, etc to 2021 as a result of the investment at 3 above?
5. What routes and services will benefit from the prioritisation schemes implemented?
6. When will the 320 Cork Zero bikes be installed at the 31 planned stations? What will be the annual rate of expansion of the scheme thereafter in terms of stock and coverage?
7. Will the rate of use of the N40 be managed in any way?
8. What will the bus, rail, cycling and walking mode share be in 2016 census?
9. Will that be sufficient to achieve City Council objectives?

This section will continue to do the following:

- a. Extend the urban network to include locations in suburban Cork that function as commuter settlements relative to Cork city as has been done for Blarney, Ballincollig, Kinsale, Glanmire and Carrigaline
- b. Develop services to better serve Ringaskiddy which is the centre of high-value employment in the Greater Cork Area
- c. Develop more cross-city services and extend to serve industrial estates at the periphery of the Metropolitan area
- d. Achieve better penetration of the retail, employment and leisure core of Cork City by bus services
- e. Feed / distribute to and from rail stations
- f. Co-ordinate rail and bus service timetables better

I agree with Erin on bullet 2 – co-ordination is the NTA role. I am unsure whether there is a policy to improve the co-ordination of bus and rail timetables.

So to summarise, the City Council needs to say that it will work with the NTA to

- a. Restrain the use of the N40

- b. Prioritise increasing lengths of bus and cycling corridors, especially in the heart of the city centre
- c. Identify a rail corridor across the city and intensify development on it
- d. Manage parking

Hope this helps.

Regards,

Marian

Marian Wilson

Head of Transport Services
Service Planning Division
NATIONAL TRANSPORT AUTHORITY,
Iveagh Court, Dun Sceine, Harcourt Lane, Dublin 2

Tel: + 353 (0)1 879 8300
Ddi: + 353 (0) 1 879 8312

: marian.wilson@nationaltransport.ie
Web: <http://www.nationaltransport.ie>

From: Owen Shinkwin
Sent: 08 September 2014 12:40
To: Marian Wilson
Subject: FW: Cork City Development Plan: Public Transport Queries

Marian,

I've been asked by the Cork City Council development plan team for an opinion/ input on their drafting of a number of public transport-related policy statements they are currently drafting:

I'd be grateful for your input on the public transport matters (and the role of the NTA) presented below.

Owen

Hi Owen—

I'm working amendments to the Draft Development Plan in response to public submissions and was hoping you could give me some advice. (Our transport chapter is fairly bare-boned, but I'm hoping it will set out what's being done and the broad direction we're headed in when it is complete.)

My specific questions relate to public submissions in respect of public transport:

- 1) One submission noted that we've provided very little information regarding what strategic plans are in respect of bus network improvements over the lifetime of the Development Plan (through 2021). I was thinking of broadly referencing details from Action 13 of *Smarter Travel* (extracted below for ease of reference). Is there something more Cork City specific that I could/ should include instead?
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I hope those queries make sense; please let me know if you need any clarification.

Kind regards




Erin
Erin O'Brien
Executive Planner
Policy Division
Cork City Council

(021) 492 4313

Action 13

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Owen Shinkwin

From: Erin O'Brien <erin_obrien@corkcity.ie>
Sent: 02 September 2014 17:23
To: Owen Shinkwin
Cc: Ann Bogan
Subject: RE: Cork City Development Plan: Public Transport Queries

Hi Owen—

I'm actually away for the rest of the week, and it's now looking as though the amendments to the draft will be finished off while I'm away. If you could cc ann_bogan@corkcity.ie in on if you have any suggested revisions/additions re: below, that would be great.

Thank you,

Erin

From: Erin O'Brien
Sent: 28 August 2014 14:05
To: 'Owen Shinkwin'
Subject: RE: Cork City Development Plan: Public Transport Queries

Many thanks, Owen, much appreciated!

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 28 August 2014 13:34
To: Erin O'Brien
Subject: RE: Cork City Development Plan: Public Transport Queries

Hi Erin,

In regards to Cork, the NTA is involved in the planning of public transport services (including bus); investment in various transport measures on behalf of the Department of Transport, Tourism and Sport (for example, through the current 5 year transport investment framework for the Cork Metropolitan Area, investment in rail station improvements, RTPI, bus stops, Smarter Travel Workplaces, Green Schools, etc.); and the regulation of public transport services.

In addressing your two points, I'll get back to you by the middle of next week with some suggestions.

Regards,

Owen

From: Erin O'Brien [mailto:erin_obrien@corkcity.ie]
Sent: 26 August 2014 17:00
To: Owen Shinkwin
Subject: Cork City Development Plan: Public Transport Queries

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Owen Shinkwin

From: Erin O'Brien <erin_obrien@corkcity.ie>
Sent: 11 September 2014 10:25
To: Owen Shinkwin
Subject: RE: Cork City Development Plan: Public Transport Queries

Thanks for that, Owen

From: Owen Shinkwin [mailto:owen.shinkwin@nationaltransport.ie]
Sent: 10 September 2014 12:52
To: Erin O'Brien
Subject: RE: Cork City Development Plan: Public Transport Queries

Erin,

As stated in previous email, I've included a short list of public transport objectives (highlighted in blue).

Regards,

Owen

From: Owen Shinkwin
Sent: 08 September 2014 16:22
To: 'Erin O'Brien'
Cc: 'Ann Bogan'
Subject: RE: Cork City Development Plan: Public Transport Queries

Hi Erin

I've added in a few additional comments, regarding the two issues raised (highlighted in yellow).
If you have any further questions, let me know.

Regards,

Owen

From: Erin O'Brien [mailto:erin_obrien@corkcity.ie]
Sent: 26 August 2014 17:00
To: Owen Shinkwin
Subject: Cork City Development Plan: Public Transport Queries

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Extracts from the Cork Metropolitan Area Five Year Investment Framework 2013-2017 (Cork City Council and Cork County Council)

Cork Area Transit Study (CATS) 2009

The Cork Public Transport Feasibility Study, which was commissioned by Cork City Council, was completed in 2010. The feasibility study was subsequently renamed the Cork Area Transit System (CATS) Study. The main objective of the study was to identify a public transport system that will meet the travel needs of the Cork City and surrounding areas up to 2020 and beyond. The main recommendations included an East-West Bus Rapid Transit (BRT) system and a restructured bus network. The study was directed by a project team comprising representatives from Cork City Council, Cork County Council and Bus Éireann.

The CATS Study recommended an integrated package of measures that seeks to provide a state of the art public transport system to facilitate the future growth in the Cork Region and to ensure that all road users can move around in a less congested environment.

The recommendations of the CATS Study included:

- Phased introduction of a BRT system linking Ballincollig and Mahon, via the City Centre and Docklands, connecting:
 - Docklands;
 - Kent Rail Station;
 - Main Bus Station;
 - UCC, Bon Secours Hospital, CUH, Cork Co. Co. Offices, CIT and proposed Science Park;
- Significantly improved bus services and priority measures on the key north-south corridor linking the Airport to the City Centre and onto Ballyvolane;
- Reconfigured bus network with improved frequencies, better linkage and improved on-street priority throughout the Cork Region;
- Revised Traffic Management arrangements to improve accessibility and facilitate introduction of improved public transport throughout the Cork Region;
- Supportive Parking Strategies in the Cork Region to achieve the desired study outcomes, and to support investment in public transport, and
- Implement integration measures including:
 - Park and Ride;
 - High quality bus stop infrastructure with Real Time Information and mapping;
 - Integrated ticketing/fares and;
 - Seamless interchange at Kent Station.

Public Transport Networks

Bus Services

Bus Éireann provides Bus Based Public Transport in Cork which includes City, Suburban, Provincial and Expressway Bus Services.

These services are currently provided with a fleet of 151 buses and 500 staff including, over 300 drivers, in the Cork Area. Bus Éireann operates the School Transport Scheme on behalf of the Department of Education.

From 2000 to 2008 the level of City bus services increased by 53% while the level of suburban bus Services provided by Bus Éireann in the CASP Area increased by 55%.

The introduction of these service improvements has been correlated with the introduction of the 10 Green Routes as per the Cork Area Strategic Plan (CASP). These Green Routes include a combination of Bus Lanes, Bus Priorities and improved Bus Stops and have improved the environment for the users of Public Transport in the Cork area. This has been reflected in increased service levels and increased passenger numbers since 2000.

Bus Éireann has introduced an Automatic Vehicle Location (AVL) system and is involved with the NTA in the provision of Real Time Passenger Information (RTPI). RTPI signage is currently in a test phase in the City with 46 RTPI signs in total to be installed in Cork in 2012.

Bus Éireann in conjunction with the NTA is currently in the process of implementing a number of service changes arising from the recommendations of a review of Cork City and suburban bus services undertaken by the NTA. The initial phase of this review was introduced in June 2012 with an increase in the frequencies of City Bus Routes No.205 and No.208 serving Kent Station, City Centre, UCC, CIT, FAS, CUH and Western Suburbs. This also aligns with the recommendations of the CATS report which had recommended a Bus Rapid Transit (BRT) Route from Docklands via Kent Station, Bus Station, City Centre, Bishopstown to Ballincollig subject to various criteria. One of these criteria is the intensification of the Public Transport offering throughout the City with particular emphasis on the suggested BRT corridor.

(update on the last paragraph, above will be provided)

- a. Extend the extent of the city bus network to include outer suburban districts, and some commuter towns and strategic employment centres within the Metropolitan Area
- b. Develop more and improved cross-city bus services,
- c. Achieve better bus service provision into and through the City Centre
- d. Achieve better integration between bus and rail services

- 2) Secondly, it was further submitted that we should set an objective to “act as a facilitator for the NTA, Irish Rail & Bus Éireann so as to coordinate bus and rail times, increase rail frequency and integrated ticketing”. To me, this sounds more like something the NTA would likely be taking the lead on. Is this correct? Are there specific supporting measures that are needed from Cork City Council that warrant our mentioning something specifically in the Development Plan?

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The various functions of Cork City Council, Cork County Council, the NTA and other agencies, including public transport service providers are complementary and interdependent as such can facilitate the provision of more effective and more integrated public transport services over time within the Cork Metropolitan Area. Of critical importance will be the inclusion of land use policies and transport investment priorities, in both the City and County development plans, which support this.

Regional Cities Sustainable Transport Programme (Five Year Investment Framework 2013-2017)

The National Transport Authority manages, on behalf of the Department of Transport, Tourism and Sport, the Regional Cities Sustainable Transport Programme, through which funding is provided to Cork, Limerick, Galway and Waterford

cities in relation to various traffic management, bus priority and sustainable transport project. In the case of Cork, funding is allocated to Cork City and County councils.

In 2012, both local authorities submitted a Five Year Investment Strategy covering the period from 2012-2016. These Strategies now form the basis on which projects are funded in a prioritised coordinated plan from year to year.

Among the projects in Cork City and (County) Environs included in the 5 Year Investment Strategy are:

- City Centre Movement Strategy
- Strategic Corridor Network Concept Design studies
 - Bishopstown and Ballincollig Corridor
 - Douglas Corridor
 - Docklands and Mahon Corridor
 - Ballyvolane Corridor
 - Blackpool Corridor
- Cork Metropolitan Cycle Strategy Network
- Douglas LUTS (County)
- Kent Railway Station to City Centre
- Parnell Place Improvement Scheme
- Cycle Routes:
 - Douglas to City Centre
 - UCC to City Centre Cycle Route
 - Ballyvolane to City Centre

The Transportation Department in the City Council can provide you with further information on the Transport Investment Programme, the full list of projects and their current status.

I hope those queries make sense; please let me know if you need any clarification.

Kind regards

Erin
Erin O'Brien
Executive Planner
Policy Division
Cork City Council




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Owen Shinkwin

From: Tara Spain <tspain@nra.ie>
Sent: 09 June 2014 13:13
To: Owen Shinkwin
Subject: RE: cork city plan

Yes after lunch
 meeting the port in cork tomorrow

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 09 June 2014 12:16
To: Tara Spain
Subject: RE: cork city plan

Tara,

Yes, that would be fine.
 Are you over here to meet Mick, on Wednesday?

Owen

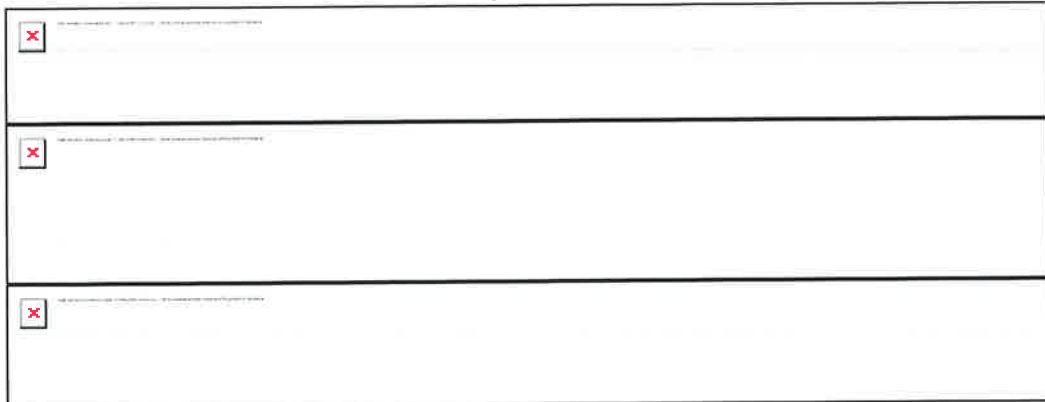
From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 09 June 2014 09:20
To: Owen Shinkwin
Subject: cork city plan

Owen
 I will be sending this out on Thursday.
 Maybe we can discuss on Wednesday when I'm over in the NTA.
 Regards
 Tara

Tara Spain
 Senior Policy Advisor (Planning)
 National Roads Authority
 St. Martins House
 Waterloo Road
 Dublin 4
 Direct Dial 0035316658849

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Owen Shinkwin

From: Marian Wilson
Sent: 18 June 2014 14:07
To: Owen Shinkwin
Subject: RE: cork submission

Thanks Owen,

I can see and I agree with the argument advanced that the CCC should develop compatible land use development densities on corridors where p.t. infrastructure exists reflecting their potential rather than limiting their consideration to existing levels of service, but I think we should as I pointed out set different target densities for corridors that are served by rail and bus, reflecting the higher capacity and greater fixity of rail by comparison with bus.

CCC doesn't seem to appreciate in any way that it enjoys a suburban rail network. Probably because the existing levels of service are quite poor, and the cross-Cork functionality is withheld. However, I still can't forgive 'em.

Regards,




MW

From: Owen Shinkwin
Sent: 17 June 2014 17:16
To: Marian Wilson
Subject: cork submission

Marian,

As requested.

Owen

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Owen Shinkwin

From: Marian Wilson
Sent: 20 June 2014 10:09
To: Owen Shinkwin
Subject: RE: cork submission

Owen,

Happy to discuss further.

On an issue of process – can you advise me? There is, I think, a 3rd round of public consultation sometime later this year on the Cork City Development Plan. If silly people in residents associations who missed the deadline of 14 June 2014 did not make a submission in round 2, can they make any contribution / comment in round 3?

Marian

From: Owen Shinkwin
Sent: 20 June 2014 10:01
To: Marian Wilson
Subject: RE: cork submission

Marian,

Whilst the emphasis at the moment is on the delivery of a bus network, including (BRT) which can provide a stronger focus for future development patterns, integration between bus and rail is also an important issue. The rail corridor between Kent Station and Midleton/ Cobh is important in that it service a number of fairly large and fast growing settlements and a number of large employment clusters which the potential for better rail accessibility. There is also the longer term prospect for the redevelopment of the Tivoli Port Estate.

We would hope to work closely with both the City and County Councils when it comes to the preparation/ review of local area plans along this corridor.

On the cross city issue, it's difficult to know at this stage what scale and time frame will apply to any future development, north of the City. The County will be preparing a local area plan for the northern environs of the City, which might have a bearing on the case for an additional station on this part of the network and thus the demand potential demand for cross city rail services.

I will be liaising with you on these matters as they arise and more immediately, on the Strategic Corridor Assessment studies being undertaken for the SW, SE and N/NE sectors of the City.

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As requested.

Owen

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Owen Shinkwin

From: Geraldine Harris <geraldine_harris@corkcity.ie>
Sent: 17 June 2013 15:59
To: Owen Shinkwin
Subject: RE: National Transport Authority submission on the Cork City Development Plan Review - Section 11 Consultation Document

Dear Mr Shinkwin,

I wish to acknowledge your submission received on 17th June 2013, the content of which has been noted.

All written submissions received on or before 4 p.m. on 17th June 2013 will be fully considered before the preparation of the Draft City Development Plan 2015 - 2021.

Yours sincerely,
Geraldine Harris,
Assistant Staff Officer,

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 17 June 2013 15:56
To: CDP
Subject: National Transport Authority submission on the Cork City Development Plan Review - Section 11 Consultation Document

Dear Sir/ Madam,

Please find attached the National Transport Authority's submission on the Cork City Development Plan Review, Section 11 Consultation Document.

Yours sincerely,

Owen Shinkwin

Údarás Náisiúnta Iompair

National **Transport** Authority
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Dún Scéine
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Phone: + 353 (0)1 879 8314
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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Owen Shinkwin

From: Marian Wilson
Sent: 09 June 2014 13:33
To: Owen Shinkwin
Subject: Re: Cork City Development Plan 2015 - 2021

Owen,

I refer to the Cork City Development Plan 2015 – 2021 which is in Draft and on which the Authority plans to make a submission during the consultation process currently underway, and now submit my observations.

General

It seems to me that this legislative document is being prepared separate to the equivalent development plan for Cork County, so that the planning of Cork as an integer and interdependent functional conurbation is not, in fact, being pursued. CASP's role appears to be to retrospectively mitigate any adverse outcome of this approach.

Section 2.7 Goal 1 states that there is capacity within the city to meet the SWRPG population target for the conurbation. Is there provision made in the County plan to meet the same target? Similarly, Sections 2.19 – 2.30 state that between Docklands, Mahon, Blackpool and the city, some 16,000 jobs can be accommodated. Figure 2.1 maps these. Does this meet SWRPG targets for the conurbation? The Science and Innovation Park at the rear of CIT in the planning of which Cork City is an active stakeholder is not mentioned anywhere. This is confusing, since this development presumably targets the same population in presenting plans for new employment opportunities. While in section 2.26 the new rail station at Blackpool is mentioned there appears to be little pressure being exerted to provide it, or even to say that without it, proper planning of Blackpool cannot and will not proceed, to the detriment of planning the overall conurbation. The issue is that suburban rail services in Cork terminate in Kent, and no cross-Cork services are operated, rather than that there is a lack of infrastructure. Poor timetabling connections at Kent will continue to reduce the attraction of rail to commuters wishing to travel to employment at existing centres such as Blackpool, Little Island, Carrigtohill and Midleton. Section 2.28 should call for an additional station at Tivoli to improve accessibility to employment planned there.

Transport

Objective 5.1.c is not sufficiently specific. Increased rail share will not materialise simply as a result of providing local access infrastructure and 'soft' measures. A rail corridor needs to be designated, around which trip-intensive development needs to be wrapped. New stations at Tivoli, Blackpool and Blarney are required. A Cross-Cork network of services should be operated, to memorable regular interval timetables, obviating the need to change trains at Kent. Train services should provide adequate capacity and good frequency across the week, including Sunday, and should target the retail and leisure market for travel as well as the work and education markets. All rail stations should be accessible by bus. Figure 5.4 is a symptom of the issue – that there is no perceived advantage of either certainty, capacity or journey time aspects attributable to rail in the perception of the City Council. Both bus and rail are afforded the same weighting. This is an opportunity foregone to retain and develop rail in the conurbation. Again this is evident in the rationale presented in Section 5.26 for planned downgrade of LRT to BRT – less costly and less requiring of high-intensity redevelopment in the view of the Council. This is a pity.

Obj. 5.7 - The *raison d'être* of local streets is not for local traffic. They are for the movement of people implying the need to re-prioritise functions on the basis of needs and characteristics of road users.

Objective 5.10.f – the Authority should seek 2-way bus operations and bus priority as required on either the proposed street or the existing vacated street.

Objective 5.10.h – bus access 2-way, legible and prioritised (if required) to be included during re-configuration of Blackpool to make passive provision for access by bus and bike to planned rail station.

Section 5.28 – it is unclear to me why the provision of a station at Blackpool is conditional on providing one at Blarney. Section 5.29 – the Authority should emphasize the relative importance of improving bus access to / from Kent station to both the city centre and other suburbs. It is likely in a conurbation the size of Cork that people will access rail services by bus more than by walking or cycling.

Similarly Objs 5.18 and 5.19 should specifically set the objective of improving bus access to both stations.

Objs. 5.20, 5.21 and 5.22 should in my view be the first transport objectives of the Council. 5.20 is inadequate in its spatial application. How they are enunciated here seems to contradict later statements in Section 16 for Zones 1, 2 and 3. The achievement of Parking Objectives serves to manage demand for transport by car and creates demand for public transport. Objectives on public transport development and 5.23 on Park and Ride constitute the alternative strategies to maintain urban mobility in Cork. Where is Map 10? What are the plans for Carrigrohane P& R and how do these fit with plans for BRT?

The section on Recreational Infrastructure does not seem to me to envisage providing access to amenities other than by car? The entire chapter on the City Centre and Docklands permeability improvements does not specifically allude anywhere to improving the operating environment and city centre journey times by bus. Section 13.16 will tolerate public transport and taxis in Patrick Street 'during normal trading hours'. Section 14 should also stipulate the principle that all district centres should act as a hub for local bus / rail transport the latter where it exists to improve local access to the facilities there.

Regards,

Marian

Marian Wilson

Head of Transport Services Planning Division

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marian.wilson@nationaltransport.ie

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Owen Shinkwin

From: Owen Shinkwin
Sent: 10 September 2014 12:45
To: Marian Wilson
Subject: RE: Cork City Development Plan: Public Transport Queries

Marian,

Thanks for that.

In our submissions on both the draft city and county development plans, as well as the pre-draft issues papers, we have emphasised the need for policy coordination between city and county, in regards to both land use and transport policy.

We focused, in particular, on the need for greater development consolidation within the centre of the city and within certain corridors, as a basis for reducing car dependency (associated with development dispersal) and increasing the potential of public transport, walking and cycling in meeting the needs of the city/ environs as it expands in the future.

Regards,

Owen

From: Marian Wilson
Sent: 10 September 2014 11:57
To: Owen Shinkwin
Subject: RE: Cork City Development Plan: Public Transport Queries

Owen,

The summary below is fine to encompass what the NTA is going to do over the period of the Development Plan 2015-2021. What is Cork County Council going to do specifically to contribute to achieving those service objectives?

Regards,

Marian

Marian Wilson

Head of Transport Services
Service Planning Division
NATIONAL TRANSPORT AUTHORITY,
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Tel: + 353 (0)1 879 8300
Ddi: + 353 (0) 1 879 8312

: marian.wilson@nationaltransport.ie
Web: <http://www.nationaltransport.ie>

From: Owen Shinkwin
Sent: 10 September 2014 10:31
To: Marian Wilson
Subject: RE: Cork City Development Plan: Public Transport Queries

Marian,

For the purpose of development plan input, I've summarised your bus service objectives into the following four points:

- a. Extend the extent of the city bus network to include outer suburban districts and some commuter towns and strategic employment centres within the Metropolitan Area;
- b. Develop more cross-city bus services and extend to serve industrial estates at the periphery of the Metropolitan area
- c. Achieve better bus service provision into and through the City Centre
- d. Achieve better integration between bus and rail services

Can you let me know if you are happy with these.

Thanks,

Owen

From: Marian Wilson
Sent: 08 September 2014 15:52
To: Owen Shinkwin
Subject: RE: Cork City Development Plan: Public Transport Queries

Owen,

I would advise against the use of the extract from Smarter Travel as a proposed response to the deficiency perceived by the contributor referred to in 1 below who sought more specific information and detail from the city planners about plans to develop the network of public transport services in the city.

The following is a link to a presentation by CEO at a conference earlier this year which is a good audit of what has been done recently in Cork and is underway today, other than in the domain of bus and rail services.

http://10.0.0.66/?page_id=2765

Unfortunately it doesn't elaborate on what we are going to do by 2021 in Cork, particularly in terms of services. Many of the following questions can only be answered by Authority senior management:

1. By 2021, will there be a cross-Cork rail service Mallow – Cobh / Midleton?
2. Will there be a BRT? Or an agreed BRT alignment?
3. Will the 2014 investment in bus priority / cycling priority of €8.5m continue at the same or similar rate to 2021?
4. What prioritised paths across Cork city centre will exist by 2015, 2016, etc to 2021 as a result of the investment at 3 above?
5. What routes and services will benefit from the prioritisation schemes implemented?

6. When will the 320 Cork Zero bikes be installed at the 31 planned stations? What will be the annual rate of expansion of the scheme thereafter in terms of stock and coverage?
7. Will the rate of use of the N40 be managed in any way?
8. What will the bus, rail, cycling and walking mode share be in 2016 census?
9. Will that be sufficient to achieve City Council objectives?

This section will continue to do the following:

- a. Extend the urban network to include locations in suburban Cork that function as commuter settlements relative to Cork city as has been done for Blarney, Ballincollig, Kinsale, Glanmire and Carrigaline
- b. Develop services to better serve Ringaskiddy which is the centre of high-value employment in the Greater Cork Area
- c. Develop more cross-city services and extend to serve industrial estates at the periphery of the Metropolitan area
- d. Achieve better penetration of the retail, employment and leisure core of Cork City by bus services
- e. Feed / distribute to and from rail stations
- f. Co-ordinate rail and bus service timetables better

I agree with Erin on bullet 2 – co-ordination is the NTA role. I am unsure whether there is a policy to improve the co-ordination of bus and rail timetables.

So to summarise, the City Council needs to say that it will work with the NTA to

- a. Restrain the use of the N40
- b. Prioritise increasing lengths of bus and cycling corridors, especially in the heart of the city centre
- c. Identify a rail corridor across the city and intensify development on it
- d. Manage parking

Hope this helps.

Regards,

Marian

Marian Wilson

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From: Owen Shinkwin

Sent: 08 September 2014 12:40

To: Marian Wilson

Subject: FW: Cork City Development Plan: Public Transport Queries

Marian,

I've been asked by the Cork City Council development plan team for an opinion/ input on their drafting of a number of public transport-related policy statements they are currently drafting:

I'd be grateful for your input on the public transport matters (and the role of the NTA) presented below.

Owen

Hi Owen—

I'm working amendments to the Draft Development Plan in response to public submissions and was hoping you could give me some advice. (Our transport chapter is fairly bare-boned, but I'm hoping it will set out what's being done and the broad direction we're headed in when it is complete.)

My specific questions relate to public submissions in respect of public transport:

- 1) One submission noted that we've provided very little information regarding what strategic plans are in respect of bus network improvements over the lifetime of the Development Plan (through 2021). I was thinking of broadly referencing details from Action 13 of *Smarter Travel* (extracted below for ease of reference). Is there something more Cork City specific that I could/ should include instead?
- 2) Secondly, it was further submitted that we should set an objective to "act as a facilitator for the NTA, Irish Rail & Bus Éireann so as to coordinate bus and rail times, increase rail frequency and integrated ticketing". To me, this sounds more like something the NTA would likely be taking the lead on. Is this correct? Are there specific supporting measures that are needed from Cork City Council that warrant our mentioning something specifically in the Development Plan?

I hope those queries make sense; please let me know if you need any clarification.

Kind regards

Erin

Erin O'Brien

Executive Planner

Policy Division




Cork City Council

(021) 492 4313

Action 13

We will offer a reliable urban bus service in significant urban areas, which provides the following standard, taking into account particular local factors:

- A bus route/stop within 800 metres of a house in an urban area
- A schedule which commences at 6 a.m. and finishes at 1 a.m., 7 days a week depending on demand
- A frequency of at least 10 minutes at peak hours and 20 minutes at non-peak hours
- A pre-pay cashless transaction, to minimise delays at stops
- A defined level of comfort and cleanliness on vehicles.

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith priobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith midhleathach.

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Owen Shinkwin

From: Marian Wilson
Sent: 31 August 2012 10:21
To: 'tony.lynch@arup.com'
Cc: Roy OConnor; Owen Shinkwin
Subject: Re: Cork City Movement Strategy (CCMS) Plan - consultation meeting 11.09.12

Dear Tony,

Thanks for the invitation to the above meeting. I understand that my colleagues Roy O'Connor and Owen Shinkwin will attend on 11 September on behalf of the Authority.

I hope the meeting goes well.

Kindest regards,

Marian Wilson

Head of Transport Services Planning Division

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**Congratulations!**

You have successfully made a submission to the following plan:
Draft Cork City Development Plan 2015 -2021

The following details have been recorded as part of your submission:

Name of Interested Party: Hugh Creegan, National Transport Authority

Title of Submission: National Transport Authority's submission on the Draft Cork City Development Plan 2015-2021

Summary of Submission: See attached submission.

Documents attached:

1: National Transport Authority submission on the Draft Cork City Development Plan 2015-2021.pdf

Reference: Draft CDP 2015 - 202114/1938

An e-mail acknowledgement has been sent to the e-mail address supplied. You are recommended to print this page and retain it for your records.

In the event that you need to contact the City Council concerning this submission, please telephone: (021) 492 4086 or (021) 492 4757.

Thank you for making a submission; the issues raised will be taken into account by the City Council.

Cork City Council
Planning Policy Division
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