

Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 23 October 2013 17:26
To: Owen Shinkwin
Subject: RE: Cork City Council - Submission/observation acknowledgement

Owen

MMMMMMMMmmmmmm.

Thanks for the evidence and the copy of the submission. Much appreciated.

Regards

Jeremy Ward
Senior Executive Planner

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

T: 021-492-4450
F: 021-492-4712
E: jeremy_ward@corkcity.ie
I: www.corkcity.ie

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 23 October 2013 14:11
To: Jeremy Ward
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.

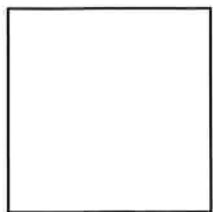
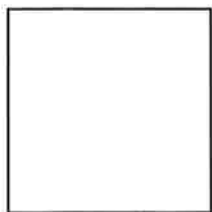
Summary of Submission

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: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 03 August 2012 18:33
To: Owen Shinkwin
Subject: RE: Mahon
Attachments: image003.wmz; image005.wmz

Owen

OK. I'll aim for that. Is any day better for you? Wednesday??
 [I don't normally work this late on a Friday...hope to go in the next 5].

Have a good one.

Regards

Jeremy Ward
 Acting / Senior Planner

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

T: 021-492-4450
 F: 021-492-4712
 E: jeremy_ward@corkcity.ie
 I: www.corkcity.ie



Cork City Heritage Open Day
Saturday, 18th August 2012

www.corkheritageopenday.ie

From: Owen Shinkwin [<mailto:owen@nationaltransport.ie>]
Sent: 03 August 2012 18:20
To: Jeremy Ward
Subject: RE: Mahon

Jeremy,

I'm actually out all of that week but will be back on 10th. If it's not too late for you, my preference would therefore be for the week commencing 10th Sep.
 David is also available that week.

Regards,

Owen

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 03 August 2012 18:09

To: Owen Shinkwin
Subject: Mahon

Liz K / Gerry B are out all of that week [just confirmed]. Are you and Dave free at all w/c 3/9? Please confirm. Thanks

Regards

Jeremy Ward
Acting / Senior Planner

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

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Cork City Heritage Open Day
Saturday, 18th August 2012

www.corkheritageopenday.ie

Owen Shinkwin

From: Owen Shinkwin
Sent: 22 January 2014 11:01
To: 'Tara Spain'
Subject: RE: Mahon

Glad to hear it.

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 22 January 2014 11:00
To: Owen Shinkwin
Subject: FW: Mahon

They appear to be taking emails

From: Geraldine Harris [mailto:geraldine_harris@corkcity.ie]
Sent: 22 January 2014 10:44
To: Tara Spain
Subject: FW: Mahon

Dear Ms Spain

I wish to acknowledge your submission received on the 21st January 2014, the content of which has been noted. All written submissions received on or before 4pm on the 24th January 2014 will be fully considered before the adopting of Variation No 11.

Yours Sincerely,
Geraldine Harris,
Assistant Staff Officer,
Planning Policy



Cork City Council
Comhairle Cathrach Chorcaí

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 21 January 2014 14:19
To: Jeremy Ward
Subject: RE: Mahon

Jeremy
Should be in your post today.
Regards
Tara

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 21 January 2014 13:25

To: Tara Spain
Subject: Mahon

Tara

How's the submission coming on?

Jeremy Ward

Senior Executive Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate
Floor 1, Civic Offices, Anglesea Street, Cork

T: 021-492-4450
E: jeremy_ward@corkcity.ie
Web: www.corkcity.ie



Cork City Council
Comhairle Cathrach Chorcaí

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 10 January 2014 10:26
To: Jeremy Ward
Subject: Mahon

Hi Jeremy

Is there any chance that I could get a copy of report of the City Manager (dated 24th October 2013) on *Public Consultation on the Draft Mahon Local Area Plan* please?

I need it to prepare our submission.

Thanks

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: Owen Shinkwin
Sent: 02 September 2013 15:43
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP

Sorry folks, the title of that email should of course have been "Mahon LAP".

From: Owen Shinkwin
Sent: 02 September 2013 15:41
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Cork Metropolitan Area Update

Marian, Roy, Arlene,

As discussed briefly last week, a rather significant local area plan is being prepared for the Mahon area, which comprises a broad range of transport interventions, including new road links, the development of a pedestrian and cycle network, junction improvements providing greater priority for non-car modes, public transport measures including bus network and specific route proposals.

- Marian, your views in regards to proposed service pattern would be very useful;
- Roy, your views of the Draft Plan in the context of the 5 year investment strategy objectives, including the strategic bus corridors, would be very useful;
- Arlene, your views on Section 3.4.3 (mobility management) would be useful.

The context for this is the addressing of existing congestion and severance issues and the accommodation of an additional 11,700 jobs and 7000 population between 2006 (CASP baseline) and 2031.

I would be grateful if you would review those sections of the draft plan of most relevance to yourselves (Section 3.4 Transport, but a quick reference back to the development objective in Sections 3.1-3.3 would be useful to put the transport proposals in context). I've attached a link to the plan:

<http://www.corkcity.ie/services/strategicplanningeconomicdevelopment/localplanning/localareaplans/mahonlocalareaplan/>

Any comments you have, can you please email to David Clements over the next week or so, copying me in on the response.

An Draft submission by the NTA will follow on from this, which may also be of some help to you.

I can finalise the submission on my return from leave, taking your responses into consideration.

David, if, in light of Marian's and Roy's response, a short meeting would be merited, I would be grateful if you would do so.

Thank you in advance for your input.

Owen

I'm supporting The Gathering Ireland 2013. Go to www.thegatheringireland.com and Be Part of it!

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Owen Shinkwin

From: Owen Shinkwin
Sent: 03 September 2013 10:29
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP
Attachments: NTA submission on the Draft Mahon Local Area Plan 2013 (Draft 1).docx

All,

Sorry, almost forgot to send the draft on to you.
 This is substantially complete but would benefit from additional, supporting points in detail.
 Any comments, track changes, etc. please email to David and copying to myself.
 Also, Roy, please note Section 5, Table 5.3a.

Regards,

Owen

From: Owen Shinkwin
Sent: 02 September 2013 15:43
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP

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Subject: RE: Cork Metropolitan Area Update

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David, if, in light of Marian's, Roy's and Arlene's response, a short meeting would be merited, I would be grateful if you would do so.

Thank you in advance for your input.

Owen

DRAFT 1



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

Harcourt Lane, Dublin 2

Drán Scéine, Baile Átha Cliath 2

tel: 01 879 8300

fax: 01 879 8355

email: info@nationaltransport.ie

web: www.nationaltransport.ie

September 2013

Re. National Transport Authority's submission on the Draft Mahon Local Area Plan 2013

Dear Mr Ledwidge,

The National Transport has the following comments to make on the Draft Mahon Local Area Plan.

Overall View of the Draft LAP

The Authority supports the overall thrust of the Draft LAP on the basis that it seeks to accommodate substantial further population and employment growth within the boundaries of the City, on the basis of

- The consolidation of the currently disconnected development patterns;
- Measures to reduce the severance effect associated with disconnected development and to improve local connectivity between residential, employment and local services through the development of walking and cycling networks and improved accessibility to public transport services;
- Improved public transport service levels into the LAP area and more extensive bus network coverage within the LAP area; and
- The targeted use of transport demand management measures to reduce the car mode share from its current high levels in the area – site specific and area-based mobility management, parking management and the application of appropriately restrictive car parking standards.

In regards to the proposed hierarchy of retail centres, the Authority would also support the LAP's proposal:

- To limit further retail floorspace growth at the existing District Centre (Mahon Point), whilst at the same time, seeking to achieve a more consolidated urban form, improved public realm and better local accessibility within this area on the basis of a broader mix of land uses, including residential; and non-retail commercial;
- To develop or consolidate a number of neighbourhood centres, which would improve accessibility to a broader range of services at a more localised level.

DRAFT 1

Whilst supportive of the above objectives, there are a number of issues on which greater clarity is required at this stage:

Residential and Employment Development Quantums referenced in Sections 3 and 5 of the Draft LAP

On examination of the tables in Sections 3 and 5 of the Draft LAP (Tables 3.2, 3.3., 5.1, 5.2 and the 'Tranches / Phasing Objectives presented on p.93), various figures for Tranches 1a, 1b and 2, have been presented in relation to employment floorspace, employment totals, population totals and timeframes. Some of these appear to be conflicting or inconsistent in relation to their associated time frames and would benefit from some further clarification.

Development Location, Phasing and its role in supporting the basis for BRT in the longer term

It is recommended that the phasing, density and location of development is more clearly linked to prescribed public transport route alignments, stop nodes, service levels and proximity to/ centrality within the district centre (the basis for which should itself be determined by public transport accessibility and accessibility within a defined local walking and cycling catchment). Given the overriding importance attributed to BRT and in any case high quality public transport services, the concentration and density of development within its local walking catchment would have an important bearing on the ability to deliver the public transport service levels envisaged.

The Population to Employment Ratio Rationale

Reference is made in the Draft LAP to "best practice" suggesting that "as a guideline, the number of jobs:residents should not exceed 0.5:1 within any suburban centre planning area, the implication being that new employment development should be accompanied by new residential development of an appropriate quantity to ensure that the uses remain broadly in balance and if they aren't then they are supported by appropriate transport measures". The rationale behind this requires further clarity.

Firstly, the 0.5 figure, in the event, would be more applicable to be used as a jobs : labour force ratio, rather than as a jobs : population ratio, as the latter would roughly imply a ratio of unity between local labour force and local employment – which would not normally be achievable or appropriate in a suburban location at the edge of the City. It is noted that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use option and how this is arrived over time, taking the City Centre, other development areas and the necessary distribution and scale of development required to deliver BRT, into consideration.

DRAFT 1

Trip Distribution Assumptions and the Implications for Public Transport Use, for non-local trips

One of the overriding influences on the sustainability of substantial further development in the Mahon LAP area, its impact on the strategic road network, the car / non-car mode split achievable for a range of trip purposes and feasibility of delivering substantial higher level of public transport services and connectivity, will be actual distribution of trips to and from the Mahon area. Current trips generated by this area currently demonstrate a widely dispersed pattern of movement, with a high dependence of the N40 and a correspondingly low correlation with current public transport service patterns. Whilst it is generally accepted that greater consolidation of population and employment growth within the City could provide the basis for higher levels of public transport and other non-car modes, it is not clear, particular in advance of a BRT or equivalent servicing this area, how non-local trip distribution associated with Tranch 1 could achieve a significantly less dispersed pattern than what currently pertains.

Transport Demand Management Measures (Parking, Mobility Management, the Strategic Road Network)

Parking (linking provision for non-residential uses to public transport service levels)

In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre.

Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

As things stand, Zone 3 (the least restrictive) parking standards apply across the entire LAP area and there is currently no basis (criteria) specified in the City Development Plan for how anything other than the maximums stated value could be applied. It is understood that the City and County Councils are currently seeking to develop a single set of maximum standards across the Metropolitan Area and a common approach to their application.

Car Parking Measures (p.84 of the Draft LAP)

Further explanation is required on how the measures as outlined, could be implemented over time, particularly in regard to area-based parking caps. Also, the first measure appears to be incomplete.

The National Road Network

Demand management of the strategic road network, in this case, the N40, is another important area of transport demand management which would have a major bearing on both the feasibility of providing for a substantial increase in public transport services and the relative attractiveness of the Mahon area as a location for further commercial development, as compared to more central locations within the City. Whilst these are matters which go beyond the scope of any one local area

DRAFT 1

plan and will need to be dealt with at a more strategic level, the impact of development-generated traffic at the Mahon Interchange will nonetheless need to be managed so as to minimise its impact on non-local, strategic traffic and to encourage the use of public transport and other non-car modes of transport.

For this reason, any N40 junction-specific traffic management measures proposed in the LAP would in themselves, represent an overly limited approach to managing the impact of development-generated traffic from the Mahon LAP area, on the N40 and is likely to be limited in its impact. A corridor-based approach to the management of traffic using the N40 and other national roads within the Metropolitan Area would more likely deliver on the progressive shift from car to non-car modes in the Mahon area, which underpins the scale and density of development proposed and would likely contribute to greater development consolidation over time within areas that are most serviceable by public transport.

Development Proposals for Jacobs Island Lands

The Authority would not support any significant further development occurring to the south of the N40 interchange. The overriding consideration and constraints that should pertain to significant further development in this area can be summarised as follows:

- 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 cycling for local trip making to areas, north of the interchange;
- and 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 a the district centre core.

Reference to Current NTA Guidance in the LAP

It is recommended that reference is made, as applicable to recently issued guidance issued by the NTA, *vis*

- Achieving Effective Workplace Travel Plans – A Guide for Local Authorities;
- Workplace Travel Plans – A Guide for Implementers;
- National Cycle Manual.

Other Guidelines of particular relevance to the LAP area, worth of referencing would include the DoELG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist).

DRAFT 1

Transport Infrastructure Details (Section 5.2.1)

Note for Roy O'Connor - Table 5.3a has listed every project and an estimated cost. The inclusion of this in detail needs to be verified with Roy and Hugh.

Yours sincerely,

Hugh Creegan

Director of Transport Investment and Taxi Regulation

Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 09 June 2011 12:52
To: Michael MacAree
Cc: David Clements; Owen Shinkwin; Ann Bogan
Subject: RE: Mahon LAP

Mick

We have now decided to go ahead with the meeting on Friday 17 June 2011. We therefore hereby request your attendance at the following:

1. A general meeting with representatives from Planning + Development and Roads and Transportation at 11am in City Hall, Cork [if you wish to arrive earlier and go for a coffee with people that would be fine but people from Dublin normally tend to travel on the 8am train and arrive to the building at 11am]. This would be a hello and give you a chance to raise issues [would you like to suggest an agenda for this?];
2. A meeting on Mahon LAP from 12pm with a distilled group [from the above] and 3 representatives from the NRA [Richard Bowen, Paul Moran and Tara Spain].

I can't be precise at this stage who will be attending on behalf of the City Council but the aim is to make the meeting both integrated and representative of both Directorates. I am led to believe that Denis O'Mahony, Director of Services will be in attendance and would therefore chair the meeting. Also in attendance will be Ann Bogan [Senior Planner], the Planning Policy Section manager.

I will forward documentation to you and the NRA between now and the end of tomorrow so that you will have ample time to have a look before attendance. I could give you a call to run through the documentation if this would be of benefit.

It is regrettable that Owen Shinkwin will not be able to attend but we can meet him at the next meeting. I hope that this is acceptable to you and Owen.

When you come to City Hall please come to the Planning Counter and we will bring you to meeting room 1.1.

See you next week.

Regards

Jeremy Ward
Senior Executive Planner

Planning Policy Section
Planning + Development Directorate,
Cork City Council, City Hall, Cork

Tel: 021-492-4450
E: jeremy_ward@corkcity.ie

From: Michael MacAree [<mailto:mickm@nationaltransport.ie>]
Sent: 09 June 2011 10:48
To: Jeremy Ward
Cc: David Clements; Owen Shinkwin
Subject: RE: Mahon LAP

Jeremy,

I would be available on Monday (after 11am), Tuesday (pm for an hour), Thursday at between 11am -1pm. My colleague Owen Shinkwin is on Holidays and I would like at least one of us to attend. I also note that the next CASP meeting is on the 22nd of June, if the NTA is invited (Request from our Director to Dan Buggy) then this may be another opportunity. Let me know if any of the dates next week would suit, we would be happy to host a joint meeting if required.

(Note: contact name of third person is David Clements rather than Eoin Farrell as I had previously stated).

Regards,

Mick Mac Aree

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 09 June 2011 10:40
To: Michael MacAree
Subject: Mahon LAP

Hi Michael

It was great to talk to you yesterday and to make an initial contact.

We are having a bit of a 'mare trying to arrange the meeting due to people being on leave so I just wanted to get back to you briefly.

As discussed, we understand that it would be desirable to get together to have a "hello"/ general meeting first and then to talk about the specifics of the Mahon LAP (what we are trying to achieve / assumptions / predications, etc.).

We are currently considering the possibility of either:

- Meeting the NTA first; or
- Meeting both parties together.

Either would have pluses and minuses, but it is clear that we should get the higher level objectives discussed before going into detail. We are also considering whether to come to Dublin [e.g. NTA in the morning and NRA in the afternoon].

If we need to try and arrange the meeting next week on Tuesday or Wednesday we were wondering if your colleagues (Owen Shinkwin and Owen Farrell) would be available to meet even if you weren't. This isn't ideal but may be a compromise to make things happen. Would it be possible for you to forward their contact details? If this isn't possible then we may have to fall-back to an NRA meeting followed by an NTA meeting. This is due to a commitment that has been made.

Thanks very much for your eagerness to engage on integrating land use and transportation in Cork. We look forward to this and to working with you and the NTA very much.

Best regards

Jeremy

Regards

Jeremy Ward
Senior Executive Planner

Planning Policy Section
Planning & Development Directorate,
Cork City Council, City Hall, Cork

Tel: 021-492-4450
E: jeremy_ward@corkcity.ie

Owen Shinkwin

From: Owen Shinkwin
Sent: 02 October 2012 17:02
To: 'Tara Spain'
Subject: RE: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP
Attachments: NTA comments on the Mahon Strategic Transport and Traffic Assessment (June 2012).pdf

Tara,

I have attached for your information, comments submitted to Cork City Council on the Mahon Strategic Transport and Traffic Assessment.

Regards,

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 19 September 2012 12:47
To: Jeremy Ward; Owen Shinkwin; David Clements; Richard Bowen
Cc: Noel Tummon; Ann Bogan; Paul Moran; Pat Ledwidge (pat_ledwidge@corkcity.ie)
Subject: RE: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP

Jeremy

I attach a letter indicating the Authority's comments .
Please get back to me if you have any queries.

Regards
Tara

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

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 14 September 2012 15:03
To: Owen Shinkwin; David Clements; Tara Spain; Richard Bowen
Cc: Noel Tummon; Ann Bogan
Subject: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP

Dear all

We hope that you received and enjoyed reading the *Jacob's Island Additional Development Assessment* [July 2012].

Further to Wednesday's meeting we would like to request that if you are formulating formal comments on that presented on Wednesday [and the documents] that you submit them to us by close of Wednesday 19 September 2012, if that is possible. This will help inform the preparation of the first draft of the area-wide strategy and its internal consideration.

Many thanks

Kind regards

Jeremy Ward
Senior Executive Planner

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

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F: 021-492-4712
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I: www.corkcity.ie

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NTA Comments on the Mahon Strategic Transport and Traffic Assessment

2nd October 2012

Regarding the work undertaken and presented in the Strategic Transport and Traffic Assessment, the points presented below outline the issues which the NTA recommends be taken into consideration at this stage in the preparation of the Mahon Local Area Plan.

Broadly, the issues raised focus on:

- Consistency with current government guidelines as presented in Spatial Planning and National Roads;
- Development Quantums, Modal Split Assumptions, Traffic Impact Assumptions, and Demand Management Measures;
- Development Location and Phasing;
- Jacob's Island Lands; and
- Population to Employment Ratio issue

Reference to and Compliance with Current Government Guidelines

In making the case for further large scale development at a location adjacent to a national road interchange, it is strongly recommended that this is presented in the context of its consistency with current government guidelines as presented the DOELG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist).

Development Quantums, Modal Split Assumptions, Traffic Impact Assumptions, and Demand Management Measures

It is stated in the TTA that the ***impact that the preferred Land Use option (Option 3) will have on the Mahon Interchange*** will be 'marginal' under Tranch 1 and negligible under Tranch 2.

Under Tranch 1, an increase in traffic volumes on the N40 of 4% and 2%, west and east of the Mahon Interchange has been assumed and is described as having a marginal traffic impact. The further impact of development associated with Tranch 2 is described as being insignificant.

It is not clear from the TTA, how these assumptions relate to the future year performance of the interchange and whether these increases relate to the peak period or AADT.

The impact on the interchange is also related to the localisation of a higher percentage of a larger quantum of employment trips (and associated modal shift to non-car modes) and the greater use of public transport for non-local trips, enabled by improvements in public transport services levels.

Greater clarity is required on what trip distribution patterns and modal splits underpin this assumption:

In the case of Tranch 1, no specific information has been provided on the associated trip distribution, but the mode split assumption (55% car) does appear to be derived from the mode shares that pertain to Dublin City for trips within 5km in length, in combination with the introduction of restrictive car parking standards and a doubling of bus services. However, it is not clear what percentage of total peak period trips would be within 5km in length and what mode split would apply to such trips. Also, it is not clear how the trip distribution patterns and public transport service patterns pertaining to Dublin City could justifiably be used as a representative comparator for Mahon, given its peripheral location within Cork City, its much smaller scale and the far more limited public transport network coverage that would apply, as compared to Dublin City.

In the case of Tranch 2 (full build-out), assumed traffic impact has been based on the assumption that a 55% non-car mode share will be achieved, related to which, the BRT as proposed in CATS would be in place, delivering a 3-5 minute service frequency during the peak periods. The 55% assumption appears to be based on the 'Smarter Travel' policy objective, in combination with the same Dublin City-derived, rather than on a model-based output. Further explanation is required on how this mode split would be achieved.

In regard to BRT, it is also important to note that its delivery would be contingent on a high level of growth in population and employment at various locations along its route between Ballincollig and Mahon. It is understood that these (CATS) growth assumptions exceed those provided for in the CASP Update and would be contingent on much higher levels of growth in the Cork Metropolitan Area than currently apply and a far higher level of growth concentration than CASP currently provides for. This growth distribution issues raises another important question – in order to enable the delivery of the proposed BRT route and the 3-4 minute service frequencies referred to in the TTA, which key development areas within the BRT corridor would need to be given the highest level of priority. It is assumed that the most centralised the distribution of future employment growth would deliver the greatest benefit in terms of corridor demand. Conclusion – the LAP-level development assumptions should not be taken in isolation of the higher level development distributions required to deliver their contingent public transport infrastructure/ services.

A reduced Tranch 2 build out (30%) is proposed, in the absence of BRT. Again, greater clarity is required on what trip distribution, mode split and associated traffic impact assumptions relate to this development scenario and the extent to which non-local employment trip patterns will relate to the public transport service patterns on which the non-car mode shares are largely contingent.

Greater clarity is required on what impact, **transport demand management (TDM) measures** such as restricted parking standards and area-based mobility management are likely to have on modal split for employment related trips. On the issue of parking standards, the standards applicable have not been specified in the TTA nor has the manner in which they would be applied. In any case, the ability to deliver a reduced standard would appear to be contingent on decisions which are beyond the scope of the LAP, i.e. reference to Metropolitan-wide parking standards.

Demand management of the strategic road network is another important area of TDM which could have a major bearing on both the feasibility of providing for a substantial increase in public transport services and relative attractiveness of the Mahon area as a location for further commercial development (as compared to more central locations). Whilst these are matters which go beyond the scope of the subject LAP and would need to be dealt with at a more strategic level, the impact of development-generated traffic at any one interchange on the N40 will nonetheless need to be managed to as to minimise its impact on strategic traffic and to encourage the use of alternative modes of transport.

However, junction-specific traffic management measures still would represent an overly limited approach to strategic road network TDM and would ultimately be limited in its impact. A corridor-based approach to the management of traffic using the national road network within the Metropolitan Area would more likely deliver on the mode split assumptions underpinning the Mahon TTA's preferred development option and would likely contribute to greater development consolidation over time within areas that are serviceable by public transport.

Development Location and Phasing

The concerns raised above, may, in part, be addressed with the following approach to the location and phasing of development within the LAP area:

- Linking the phasing, density and location of development to prescribed public transport route alignments, stop nodes, service levels and centrality within the district centre focal point (the basis for which should itself be determined by public transport accessibility and accessibility within a defined local walking and cycling catchment). Given the overriding importance attributed to BRT in the development of the Mahon area, the concentration of development within its local walking catchment would have an important bearing on the ability to deliver the public transport service levels envisaged. This would be supported by consolidated, finer grain development forms within public transport corridors, within which higher levels of permeability and reduced severance levels can be achieved;
- Linking the level of car parking provision for non-residential uses to public transport service levels. In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility and centrality with the district centre – density, mix of uses, granularity of development form and levels of priority for walking, cycling and public transport.
- Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the TTA. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

Jacob's Island Lands (Option 3a)

The overriding consideration and constraints that should pertain to significant further development in this area can be summarised as follows:

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;
- The challenges in 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;
- As referred to above, the need to consolidate future development in areas which provide the greatest support for higher levels of public transport service in Mahon and around a clearly defined district centre core.

Population to Employment Ratio Issue (as referenced on p.31 of TTA)

Clarification of the ratios set out in section 4.3.8 of the Mahon TTA

In relation to the ratios in section 4.3.8, the 0.33 figure is derived from an analysis of the number of jobs in major suburban employment locations which are filled by local labour force, that is, in an area with say, 5,000 jobs, 1,650 of them are likely to be taken up locally. The other two thirds of the local labour force would therefore travel to other employment destinations. This figure therefore is not related to the ratio of local jobs to local population.

The 0.5 figure would be more applicable to be used as a jobs : labour force ratio, rather than as a jobs : population ratio as the latter would roughly imply a ratio of unity between local labour force and local employment. This would not be the case in most suburban locations. It is noted that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under a preferred land use option. The data from Dublin shows a fairly wide variation in this regard depending on mainly the scale and nature of employment planned.

Overall, the NTA would like to clarify that the ratios do not comprise "guidance" from the NTA, informal or otherwise, in terms of good planning policy. Rather, data has been provided from the 2006 Census, which Cork City Council may wish use as a guide in planning for the Mahon area, on the basis of the Council's own vision for Mahon - among the key considerations being its future employment function within the wider Metropolitan Area.

It is recommended that an explanation along the following lines be included:

"Table 4-7 sets out the population: employment ratio for Mahon from the 2006 Census. Data from select suburban areas in Dublin indicate a range from 0.24 to 0.54 generally. It is the policy of the City Council that the ratio for the Mahon area as defined would be 0.xx:1, on the basis of its intended employment function."

The NTA would be happy to meeting with Cork City Council to further discuss the above points.

Owen Shinkwin

From: Tara Spain <tspain@nra.ie>
Sent: 19 September 2012 12:47
To: Jeremy Ward; Owen Shinkwin; David Clements; Richard Bowen
Cc: Noel Tummon; Ann Bogan; Paul Moran; Pat Ledwidge (pat_ledwidge@corkcity.ie)
Subject: RE: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP
Attachments: SKMBT_C35212091901030.pdf

Jeremy

I attach a letter indicating the Authority's comments .
 Please get back to me if you have any queries.

Regards
 Tara

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

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 14 September 2012 15:03
To: Owen Shinkwin; David Clements; Tara Spain; Richard Bowen
Cc: Noel Tummon; Ann Bogan
Subject: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP

Dear all

We hope that you received and enjoyed reading the *Jacob's Island Additional Development Assessment* [July 2012].

Further to Wednesday's meeting we would like to request that if you are formulating formal comments on that presented on Wednesday [and the documents] that you submit them to us by close of Wednesday 19 September 2012, if that is possible. This will help inform the preparation of the first draft of the area-wide strategy and its internal consideration.

Many thanks

Kind regards

Jeremy Ward
 Senior Executive Planner

Planning Policy Section
 Strategic Planning + Economic Development Directorate,

Cork City Council, City Hall, Cork

T: 021-492-4450
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E: jeremy_ward@corkcity.ie
I: www.corkcity.ie

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Jeremy Ward
Senior Executive Planner
Planning & Development Directorate
City Hall
Cork.

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Dáta | Date

Ár dTag. | Our Ref.

Bhur dTag. | Your Ref.

19 September 2012

Re: Draft South Mahon Local Area Plan

Dear Jeremy,

Thank you for the presentation last week it was very helpful and gave all parties an opportunity to disseminate their views.

The Authority acknowledges the significant work which has been achieved by the Council and its consultants in respect to the outputs included in the Mahon Strategic Transport and Traffic Assessment documentation. However, from analysis of the documentation the Authority strongly recommends the following issues and details need to be addressed in consultation with the Authority prior to the final publication of the draft local area plan:

- There is an absence of reference to the DOELG's Spatial Planning and National Roads statutory planning guidance which was issued by the Minister in January 2012. This, in particular, would have given policy guidance with respect to infrastructure issues in Section 5.4.
- The Authority notes with concern that there is no detailed analysis of the Mahon N40 Junction. This, from the NRA's perspective, is a serious omission given the existing interface with the national road network and existing capacity issues at the junction and on the N40 in the vicinity of the junction.
- Related to the previous point, it is observed that the report indicates that Land Use Option 3 will have a negative impact on the Mahon N40 Junction even if the modal split targets in the report are achieved. The report indicates that this will be "marginal". However, it is unclear on what basis the impact has been determined as "marginal". Furthermore, while the report identifies percentage traffic increases on the N40 arising from the proposed Land Use Option 3, it is unclear whether these are overall AADT increases or peak hour increases. In light of the above, the Authority considers it even more crucial that there be a detailed analysis of the impacts of the existing and future land uses on the operation of the Mahon Junction and the adjoining N40. Furthermore, the Authority considers it a serious concern that no meaningful mitigation measures have been put forward with regard to the management of traffic at this junction.

From the Authority's point of view, all the national road junctions in the Cork Metropolitan area are extremely important thus the impact of development generated traffic (residential and commercial) must be managed so as not to unduly interfere with the strategic movement of goods and people to/from the Cork region.

Despite policies related to modal shift and public transportation it seems likely that orbital journeys will remain strongly car-based in the future and pressure on the N40 and M8 will continue to grow in the absence of a concerted effort to identify and develop opportunities for providing strengthened public transport choice on existing orbital routes and along key orbital desire lines including orbital links to and between designated development areas in the north and south east of the Metropolitan CASP region.

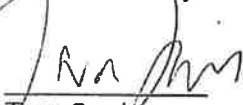
The Authority's commitment to this effort is evidenced by the recent and current significant investments in the upgrading of the Kinsale Road, Bandon Road and Sarsfield Road Junctions, and our planned future investment in the upgrade of the Dunkettle Interchange. This effort is also supplemented with our involvement, along with Cork County Council and other stakeholders including the National Transport Authority, in mobility management planning on N28 (including Bloomfield Interchange) and the Cork Science and Innovation Park (including Curaheen Interchange).

In regards to the N28 mobility management planning, both Authority and the National Transport Authority have been working closely with Cork County Council in regards to transport strategies with respect to the Ringaskiddy (designated Strategic Employment Location in the CASP Update) including the potential relocation of the Port of Cork from the city centre docklands area. The Authority is aware that the development of the Docklands within the city is a development priority for the Cork City Council.

The Authority acknowledges that the Cork City Development Plan designates the Mahon area for development and again we commend the Council in the approach been pursued. However, we still remain to be convinced that the focus for the development in the area surrounding the Mahon Interchange will not be excessively dependent on the use of the private car and the provision of access to the national roads network.

The Authority requests greater detail to be provided on the issues raised in this correspondence as soon as possible in order to define a robust strategy for the area.

Yours sincerely



Tara Spain

Senior Policy Advisor (Planning)

Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 02 October 2012 16:43
To: Owen Shinkwin
Cc: Noel Tummon
Subject: RE: Mahon STTA comments

Owen

Thank you very much for your comments on the *Mahon ST+TA* and its *Jacob's Island Addendum*.
We will consider the comments carefully and revert with any questions of clarification, if necessary.

Thanks again.

Kind regards

Jeremy Ward
Senior Executive Planner

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

T: 021 492 4450
F: 021-492-4712
E: jeremy_ward@corkcity.ie
I: www.corkcity.ie

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 02 October 2012 16:17
To: Jeremy Ward
Cc: Noel Tummon
Subject: RE: Mahon STTA comments

Jeremy, Noel,

Please find attached our comments on the Mahon Strategic Transport and Traffic Assessment. We would be happy to further discuss the issues raised.

Regards,

Owen Shinkwin

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 27 September 2012 15:58
To: Owen Shinkwin
Subject: RE: Mahon comments

123

Owen Shinkwin

From: Owen Shinkwin
Sent: 02 October 2012 16:17
To: 'Jeremy Ward'
Cc: Noel Tummon (noel_tummon@corkcity.ie)
Subject: RE: Mahon STTA comments
Attachments: NTA comments on the Mahon Strategic Transport and Traffic Assessment (June 2012).docx

Jeremy, Noel,

Please find attached our comments on the Mahon Strategic Transport and Traffic Assessment. We would be happy to further discuss the issues raised.

Regards,

Owen Shinkwin

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 27 September 2012 15:58
To: Owen Shinkwin
Subject: RE: Mahon comments

NTA Comments on the Mahon Strategic Transport and Traffic Assessment

2nd October 2012

Regarding the work undertaken and presented in the Strategic Transport and Traffic Assessment, the points presented below outline the issues which the NTA recommends be taken into consideration at this stage in the preparation of the Mahon Local Area Plan.

Broadly, the issues raised focus on:

- Consistency with current government guidelines as presented in Spatial Planning and National Roads;
- Development Quantums, Modal Split Assumptions, Traffic Impact Assumptions, and Demand Management Measures;
- Development Location and Phasing;
- Jacob's Island Lands; and
- Population to Employment Ratio issue

Reference to and Compliance with Current Government Guidelines

In making the case for further large scale development at a location adjacent to a national road interchange, it is strongly recommended that this is presented in the context of its consistency with current government guidelines as presented the DOELG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist).

Development Quantums, Modal Split Assumptions, Traffic Impact Assumptions, and Demand Management Measures

It is stated in the TTA that the ***impact that the preferred Land Use option (Option 3) will have on the Mahon Interchange*** will be 'marginal' under Tranch 1 and negligible under Tranch 2.

Under Tranch 1, an increase in traffic volumes on the N40 of 4% and 2%, west and east of the Mahon Interchange has been assumed and is described as having a marginal traffic impact. The further impact of development associated with Tranch 2 is described as being insignificant.

It is not clear from the TTA, how these assumptions relate to the future year performance of the interchange and whether these increases relate to the peak period or AADT.

The impact on the interchange is also related to the localisation of a higher percentage of a larger quantum of employment trips (and associated modal shift to non-car modes) and the greater use of public transport for non-local trips, enabled by improvements in public transport services levels.

Greater clarity is required on what trip distribution patterns and modal splits underpin this assumption:

In the case of Tranch 1, no specific information has been provided on the associated trip distribution, but the mode split assumption (55% car) does appear to be derived from the mode shares that pertain to Dublin City for trips within 5km in length, in combination with the introduction of restrictive car parking standards and a doubling of bus services. However, it is not clear what percentage of total peak period trips would be within 5km in length and what mode split would apply to such trips. Also, it is not clear how the trip distribution patterns and public transport service patterns pertaining to Dublin City could justifiably be used as a representative comparator for Mahon, given its peripheral location within Cork City, its much smaller scale and the far more limited public transport network coverage that would apply, as compared to Dublin City.

In the case of Tranch 2 (full build-out), assumed traffic impact has been based on the assumption that a 55% non-car mode share will be achieved, related to which, the BRT as proposed in CATS would be in place, delivering a 3-5 minute service frequency during the peak periods. The 55% assumption appears to be based on the 'Smarter Travel' policy objective, in combination with the same Dublin City-derived, rather than on a model-based output. Further explanation is required on how this mode split would be achieved.

In regard to BRT, it is also important to note that its delivery would be contingent on a high level of growth in population and employment at various locations along its route between Ballincollig and Mahon. It is understood that these (CATS) growth assumptions exceed those provided for in the CASP Update and would be contingent on much higher levels of growth in the Cork Metropolitan Area than currently apply and a far higher level of growth concentration than CASP currently provides for. This growth distribution issues raises another important question – in order to enable the delivery of the proposed BRT route and the 3-4 minute service frequencies referred to in the TTA, which key development areas within the BRT corridor would need to be given the highest level of priority. It is assumed that the most centralised the distribution of future employment growth would deliver the greatest benefit in terms of corridor demand. Conclusion – the LAP-level development assumptions should not be taken in isolation of the higher level development distributions required to deliver their contingent public transport infrastructure/ services.

A reduced Tranch 2 build out (30%) is proposed, in the absence of BRT. Again, greater clarity is required on what trip distribution, mode split and associated traffic impact assumptions relate to this development scenario and the extent to which non-local employment trip patterns will relate to the public transport service patterns on which the non-car mode shares are largely contingent.

Greater clarity is required on what impact, **transport demand management (TDM) measures** such as restricted parking standards and area-based mobility management are likely to have on modal split for employment related trips. On the issue of parking standards, the standards applicable have not been specified in the TTA nor has the manner in which they would be applied. In any case, the ability to deliver a reduced standard would appear to be contingent on decisions which are beyond the scope of the LAP, i.e. reference to Metropolitan-wide parking standards.

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However, junction-specific traffic management measures still would represent an overly limited approach to strategic road network TDM and would ultimately be limited in its impact. A corridor-based approach to the management of traffic using the national road network within the Metropolitan Area would more likely deliver on the mode split assumptions underpinning the Mahon TTA's preferred development option and would likely contribute to greater development consolidation over time within areas that are serviceable by public transport.

Development Location and Phasing

The concerns raised above, may, in part, be addressed with the following approach to the location and phasing of development within the LAP area:

- Linking the phasing, density and location of development to prescribed public transport route alignments, stop nodes, service levels and centrality within the district centre focal point (the basis for which should itself be determined by public transport accessibility and accessibility within a defined local walking and cycling catchment). Given the overriding importance attributed to BRT in the development of the Mahon area, the concentration of development within its local walking catchment would have an important bearing on the ability to deliver the public transport service levels envisaged. This would be supported by consolidated, finer grain development forms within public transport corridors, within which higher levels of permeability and reduced severance levels can be achieved;
- Linking the level of car parking provision for non-residential uses to public transport service levels. In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility and centrality with the district centre – density, mix of uses, granularity of development form and levels of priority for walking, cycling and public transport.
- Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the TTA. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

Jacob's Island Lands (Option 3a)

The overriding consideration and constraints that should pertain to significant further development in this area can be summarised as follows:

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;
- The challenges in 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;
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Population to Employment Ratio Issue (as referenced on p.31 of TTA)

Clarification of the ratios set out in section 4.3.8 of the Mahon TTA

In relation to the ratios in section 4.3.8, the 0.33 figure is derived from an analysis of the number of jobs in major suburban employment locations which are filled by local labour force, that is, in an area with say, 5,000 jobs, 1,650 of them are likely to be taken up locally. The other two thirds of the local labour force would therefore travel to other employment destinations. This figure therefore is not related to the ratio of local jobs to local population.

The 0.5 figure would be more applicable to be used as a jobs : labour force ratio, rather than as a jobs : population ratio as the latter would roughly imply a ratio of unity between local labour force and local employment. This would not be the case in most suburban locations. It is noted that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under a preferred land use option. The data from Dublin shows a fairly wide variation in this regard depending on mainly the scale and nature of employment planned.

Overall, the NTA would like to clarify that the ratios do not comprise "guidance" from the NTA, informal or otherwise, in terms of good planning policy. Rather, data has been provided from the 2006 Census, which Cork City Council may wish use as a guide in planning for the Mahon area, on the basis of the Council's own vision for Mahon - among the key considerations being its future employment function within the wider Metropolitan Area.

It is recommended that an explanation along the following lines be included:

"Table 4-7 sets out the population: employment ratio for Mahon from the 2006 Census. Data from select suburban areas in Dublin indicate a range from 0.24 to 0.54 generally. It is the policy of the City Council that the ratio for the Mahon area as defined would be 0.xx:1, on the basis of its intended employment function."

The NTA would be happy to meeting with Cork City Council to further discuss the above points.

Owen Shinkwin

From: Owen Shinkwin
Sent: 16 January 2014 17:06
To: 'Tara Spain'
Subject: RE: Mahon

I'll limit it to the punctuation.

-----Original Message-----

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 16 January 2014 16:47
To: Owen Shinkwin
Subject: RE: Mahon

Dont be disrespectful of my typos!

Sent from Samsung Mobile

----- Original message -----

From: Owen Shinkwin <owen.shinkwin@nationaltransport.ie>
Date: 16/01/2014 16:32 (GMT+00:00)
To: Tara Spain <tspain@nra.ie>
Subject: RE: Mahon

Tara,

Thanks for that.

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 16 January 2014 14:57
To: Owen Shinkwin
Subject: Mahon

Owen

My two submission will probably send them out on Tuesday.
Tara

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

Dublin 4
Direct Dial 0035316658849

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web: www.nationaltransport.ie

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

24th January 2014

RE: National Transport Authority's submission on the Proposed Alterations to the Draft Mahon Local Area Plan 2013

Dear Mr Ledwidge,

The National Transport Authority (the Authority) wishes to reiterate its support for the overall thrust of the Draft LAP and its objective of seeking to accommodate substantial further population and employment growth within the boundaries of the City. In regards to the proposed alterations, comments are made under a number of headings, with their corresponding proposed alteration numbers:

Jacobs Island (nos. 6, 64)

The Authority would have serious concerns in relation to the location of significant additional development, particularly non-residential development to the south of the Mahon Interchange, as provided for under the above referenced alterations. These concerns were clearly articulated in the Authority's previous submission (dated 16th September 2013):

- *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.*

In addition, the following points in the Mahon STTS (Jacobs Island Additional Development Assessment) are noted:

- *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.*

Furthermore, it is the Authority's understanding that there has been no scenario testing of the impact of the proposed non-residential development proposed, on the surrounding road network.

In conclusion, in light of the above concerns, the strategic importance of the N40 and the area's accessibility dependence on the Mahon Interchange, it is the recommendation of the Authority that the proposed alterations relating to the additional non-residential floorspace should be omitted and those relating to additional residential development should be reviewed, providing for a lower quantum of development.

N40 Slip Road / access to Mahon Point (no. 66)

The Authority would not support the provision of an additional link directly from the shopping centre onto the Mahon Interchange slip road and would consider any such proposal to be inconsistent with Section 2.7 of the Spatial Planning and National Roads Guideline for Planning Authorities (DoECLG, 2012) and other objectives within the LAP which seek to create a more consolidated, public transport-focused pattern of development. As such, the Authority would recommend that the proposed alteration no. 66 be omitted from the LAP.

LAP Residential Development and Employment Targets (nos. 13, 14)

The Authority is concerned that the overall quantum of residential and employment under Tranche 1 now proposed in the LAP is not consistent with that proposed in the Mahon STTS, particularly in regards to the scale of development now proposed on the Jacobs Island lands. It is therefore recommended that the STTS be revisited and revised to assess the impact of these changes.

Population to Employment ratios (no. 15)

The proposed alteration refers to the comparability of the stated current jobs to population ratio in the Mahon Transport Assessment Study Area (0.53:1) to "other key suburban development areas, with major retail components that have benefitted from analysis by the National Transport Authority in the Greater Dublin area". On this matter, the Authority wishes to clarify that information provided to the City Council was derived from an analysis of a number of suburban locations in the

Greater Dublin Area which revealed a wide variation in the jobs to population ratio and whose spatial definition also varied considerably.

As stated in the previous submission, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use option and how this is arrived over time, taking the City Centre and other development areas into consideration.

Density and Location of Employment (no. 17)

In relation to the density and location of employment development, the Authority would reiterate the importance of linking the phasing, density and location of development to the provision of public transport. This relates to public transport route alignments, stop nodes and service levels, and proximity to/centrality within the district centre. The extent to which the employment development focus shifts towards Mahon Technology Park and Mahon Point and the intensity of its development should be informed by the above considerations.

Transport Demand Management, Including Parking Provision/ Management, Mobility Management, N40 Demand Management Study (nos. 26, 29, 30, 31, 32, 64)

General Comment

The Authority would emphasise the need for a range of complementary transport demand management measures, which serve to support clearly stated sustainable transport objectives, transport investment priorities, development location and development phasing. It is recommended that the above reference alterations are reviewed in with this in mind.

Car Parking

In relation to the application of car parking standards and the provision of parking in new developments, the Authority would reiterate the approach set out in the previous submission, in particular, the need to apply maximum parking standards on the basis of *"a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre"*. The Authority also recommended that *"Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time"*. As things stand, there is currently no basis or criteria specified in the City Development Plan as to how anything other than the maximum stated value could be applied. The current parking policy inclusive of the proposed alteration, does not provide a basis for applying the above approach.

Mobility Management

In relation to the development of an area-wide approach to mobility management, the proposed alteration is noted.

No. 32 (Development Management and Traffic Impact)

Whilst the Authority would welcome the addition of this alteration, the cumulative impact assessment of development related trip generation should not be subject to its incremental

implementation through the development management process. Rather, as stated above, the current development assumptions need to be properly tested at this stage, through the Mahon STTA, which should in turn, inform the overall scale, location, intensity, uses/ mix of uses and phasing of development.

No. 64 (Car Parking Measures)

The Authority would agree that complementary parking management measures on surrounding roads should be introduced in the event that parking charges are introduced at the shopping centre. On-street parking management would in any case be appropriate in an area subject to development intensification over time.

In regards to the maintenance of existing car parking levels at their present maximum levels, this does not appear to be consistent with the LAP's objective of creating a more locally-focused district centre with improved levels of accessibility by walking and cycling at the local level and by public transport from within its wider catchment. It would also imply that any parking spaces lost through the redevelopment of existing surface car parking would have to be replaced for existing retail uses.

Mahon Corridor Study/ Public Transport Corridor development (nos. 34, 50, 65)

In regards to the development and improvement of a defined bus-based public transport corridor, linking Mahon with the City Centre and other bus corridors defined in Cork City Council's 5 Year Transport Investment Framework, the Authority will continue to work with the City Council on their development over time, on the basis of clear, complementary and evidence-based integrated land use and transport policy objectives.

I trust that the views of the Authority will be taken into consideration in the finalisation of the Mahon Local Area Plan.

Yours sincerely,

Hugh Creegan

Director of Transport Investment and Taxi Regulation

Owen Shinkwin

From: Hugh Creegan
Sent: 16 September 2013 15:51
To: Owen Shinkwin
Subject: NTA submission on the Draft Mahon Local Area Plan 2013 Rev2



NTA submission
on the Draft Ma...

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

16th September 2013

RE: National Transport Authority's submission on the Draft Mahon Local Area Plan 2013

Dear Mr Ledwidge,

The National Transport Authority has the following comments to make on the Draft Mahon Local Area Plan.

Overall View of the Draft LAP

The Authority supports the overall thrust of the Draft LAP ~~on the basis that it seeks~~ **and its objective of seeking** to accommodate substantial further population and employment growth within the boundaries of the City, on the basis of the following:

- The consolidation of development to address existing disconnected development patterns;
- Measures to reduce the severance effect associated with disconnected development and to improve local connectivity between residential, employment and local services through the development of walking and cycling networks and improved accessibility to public transport services;
- Improved public transport service levels into the LAP area and more extensive bus network coverage within the LAP area; and
- The targeted use of transport demand management measures to reduce the car mode share from its current high levels in the area incorporating site-specific and area-based mobility management, parking management, delivery of attractive and effective public transport, and the application of appropriately restrictive car parking standards.

In regards to the proposed hierarchy of retail centres, the Authority would also support the LAP's proposal to limit further retail floorspace growth at the existing District Centre (Mahon Point), whilst at the same time, seeking to achieve a more consolidated urban form, improved public realm and

better local accessibility within this area on the basis of a broader mix of land uses, including residential and non-retail commercial. The Authority also supports the development and/or consolidation of a number of neighbourhood centres, which would improve accessibility to a broader range of services at a more localised level.

Whilst supportive of the above objectives, there are a number of issues on which greater clarity is required at this stage:

Residential and Employment Development

On examination of the tables in Sections 3 and 5 of the Draft LAP (Tables 3.2, 3.3., 5.1, 5.2 and the 'Tranches / Phasing Objectives' presented on p.93), various figures for Tranches 1a, 1b and 2, have been presented in relation to employment floorspace, employment totals, population totals and timeframes. Some of the totals appear to be inconsistent and there is reference to different baselines. These tables would benefit from some clarification, particularly in relation to the absence of sub-tranches 1a and 1b from section 3 and the use of the CASP 2006 baseline in section 3 only.

Clarity between the various tables in the plan would also be welcome in relation to the exact area to which each figure applies – whether Mahon constitutes the plan area or the 3 EDs should be clarified and be consistent for all figures expressed in the plan.

High Quality Bus Routes

The development of a high quality east-west bus corridor serving Mahon and through the plan area is supported by the Authority. The precise alignment of this route is not yet known and will be subject to further assessment in the future. For this reason, the routings and infrastructure proposals shown in Figure 3.7 and listed in Table 3.7 are potentially premature pending the completion of the joint Cork City Council / NTA network study. The Authority recommends that Objective T04 Public Transport is amended to reflect this and to include a commitment to improve permeability by walking and cycling to bus stops along an emerging preferred route, and that the title of Table 3.7 is amended to "Potential Public transport measures".

The Location & Phasing of Development and BRT

It is recommended that an objective which states that the phasing, density and location of development is clearly linked to the provision of public transport, is included in the plan. This relates to public transport route alignments, stop nodes and service levels which will emerge from the abovementioned network study, and proximity to/centrality within the district centre. Given the overriding importance attributed to BRT and high quality public transport services, the concentration and density of development within its local walking catchment will have an important bearing on the ability to deliver the public transport service levels envisaged.

The Population to Employment Ratio Rationale

Reference is made in the Draft LAP to "best practice" suggesting that "as a guideline, the number of jobs/residents should not exceed 0.5:1 within any suburban centre planning area", the implication being that "new employment development should be accompanied by new residential development of an appropriate quantity to ensure that the uses remain broadly in balance and if they aren't then they are supported by appropriate transport measures". ~~It would be beneficial if the~~ The rationale behind this ~~requires further clarity~~ was further clarified. While there may be examples of a 0.5:1 ratio applying elsewhere, it is unclear whether this constitutes "best practice". It implies that the

job/labour force ratio would be 1:1 which might ~~would~~ not normally be achievable or appropriate in a suburban location at the edge of a city.

It is noted, however, that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use option and how this is arrived over time, taking the City Centre, other development areas and the necessary distribution and scale of development required to deliver BRT, into consideration.

Transport Demand Management Measures

The National Road Network

Demand management of the strategic road network, in this case the N40, is a critically important area of transport demand management which is likely to have a major bearing on both the feasibility of providing for a substantial increase in public transport services and the relative attractiveness of the Mahon area as a location for further commercial development, as compared to more central locations within the City. Whilst these are matters which go beyond the scope of any one local area plan and will need to be dealt with at a more strategic level, the impact of development-generated traffic at the Mahon Interchange will nonetheless need to be managed so as to minimise its impact on non-local, strategic traffic and to encourage the use of public transport and other non-car modes of transport.

For this reason, any N40 junction-specific traffic management measures proposed in the LAP would in themselves, represent an overly limited approach to managing the impact of development-generated traffic from the Mahon LAP area on the N40, and is likely to be limited in its impact. A corridor-based approach to the management of traffic using the N40 and other national roads within the Metropolitan Area would more likely deliver on the progressive shift from car to non-car modes in the Mahon area, which underpins the scale and density of development proposed and would likely contribute to greater development consolidation over time within areas that are most serviceable by public transport.

Parking

In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre.

Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

As things stand, the least restrictive Zone 3 parking standards apply across the entire LAP area and there is currently no basis or criteria specified in the City Development Plan for how anything other than the maximum stated value could be applied. It is understood that the City and County Councils are currently seeking to develop a single set of maximum standards across the Metropolitan Area and a common approach to their application.

As such, the Authority recommends that the plan incorporates an objective which states that parking provision in Mahon will comply with standards and policies which emerge from the work being undertaken jointly by the two local authorities as part of the ongoing implementation of CASP.

Car Parking Measures (p.84 of the Draft LAP)

~~Further explanation is required on how the measures as outlined could be implemented over time, particularly in regard to area-based parking caps. In addition, the first measure appears to be incomplete.~~

The National Road Network

~~Demand management of the strategic road network, in this case the N40, is another important area of transport demand management which is likely to have a major bearing on both the feasibility of providing for a substantial increase in public transport services and the relative attractiveness of the Mahon area as a location for further commercial development, as compared to more central locations within the City. Whilst these are matters which go beyond the scope of any one local area plan and will need to be dealt with at a more strategic level, the impact of development-generated traffic at the Mahon Interchange will nonetheless need to be managed so as to minimise its impact on non-local, strategic traffic and to encourage the use of public transport and other non-car modes of transport.~~

~~For this reason, any N40 junction-specific traffic management measures proposed in the LAP would in themselves, represent an overly limited approach to managing the impact of development-generated traffic from the Mahon LAP area on the N40, and is likely to be limited in its impact. A corridor-based approach to the management of traffic using the N40 and other national roads within the Metropolitan Area would more likely deliver on the progressive shift from car to non-car modes in the Mahon area, which underpins the scale and density of development proposed and would likely contribute to greater development consolidation over time within areas that are most serviceable by public transport.~~

Travel Planning / Mobility Management

The Authority welcomes the references to mobility management in the plan. It is recommended, however, that a stronger commitment is given to the implementation of an area-wide travel plan for Mahon by way of a clear objective replacing T02 which states that such a plan will be implemented in the lifetime of the LAP. This is of particular importance when viewed in the context of travel demand to and from Mahon that will not be served by the development of a high-quality east-west public transport corridor. i.e. local trips and orbital trips. The Authority would welcome the opportunity to work with the City Council on this matter ~~is fully willing to assist Cork City Council~~ and would welcome any forthcoming engagement in this regard.

Impact of Transport Demand Management on Non-Local Trip Patterns

One of the overriding influences of the impact of substantial further development in the Mahon LAP area on the strategic road network, the car / non-car mode split achievable for a range of trip purposes and the feasibility of delivering substantially higher level of public transport services and connectivity, will be the actual distribution of trips to and from the Mahon area. Current trips generated by this area currently demonstrate a widely dispersed pattern of movement and associated with this, a level of usage of the N40 and a correspondingly low correlation with current

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public transport service patterns. Whilst it is accepted that greater consolidation of population and employment growth within the City can provide the basis for higher levels of public transport and other non-car modes, a commitment to a broad package of transport demand management measures as outlined above, at CASP level, particularly in regards to the management of the strategic road network, would have a critical part to play in influencing both the distribution patterns and mode split of non-local trips over time.

Development Proposals for Jacobs Island Lands

The Authority ~~would not support~~has concerns in relation to any significant further development occurring to the south of the N40 interchange. ~~The overriding consideration and constraints that should pertain to significant further development in this area~~Those concerns can be summarised as follows:

- 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.

Reference to Current NTA Guidance in the LAP

It is ~~recommended~~suggested that reference is made, where relevant as part of the appropriate objectives, to NTA guidance as follows:

- Achieving Effective Workplace Travel Plans – A Guide for Local Authorities;
- Workplace Travel Plans – A Guide for Implementers;
- Toolkit for School Travel; and
- National Cycle Manual.

Other Guidelines of particular relevance to the LAP area, worth of referencing would include the DECLG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist) .

Transport Infrastructure Details

As referred to above, the Authority is currently working with Cork City Council on the development of a walking, cycling and public transport networks for the Mahon corridor, with the primary objective of linking Mahon to the city centre by a frequent, reliable and competitive bus service.

From this work, it is likely that a suite of infrastructural measures will emerge, whose development will be prioritised on the basis of their likely potential positive contribution to the above objective.

In view of this, the Authority recommends that section 5.2.1 and Tables 5.3a and 5.3b are amended to reflect the fact that decisions on ~~precise~~specific investments have yet to be made. The proposals contained within these tables should therefore be presented as potential projects only. Moreover, specific estimated costs should be removed.

I trust that the views of the Authority will be taken into consideration in the finalisation of the Mahon Local Area Plan.

Yours sincerely,

Hugh Creegan
Director of Transport Investment and Taxi Regulation

~~127~~ 127

Owen Shinkwin

From: Roy OConnor
Sent: 29 May 2013 15:10
To: Michael Warnock-Smith
Cc: Marian Wilson
Subject: RE: Cork City PT - Mahon bus services query

Michael,

I understand that the organisation taking residence within the East Gate complex are funding the private service from within their own site.

CCC is considering speaking to BE regarding the possible use of an existing bus stop in the city centre. I am unsure if they will proceed to investigate the possible shared use as I did relay my opinion that funding public bus stops for private operators is not a preference of the NTA.

I may drop into you shortly?

Regards

Roy

From: Michael Warnock-Smith
Sent: 29 May 2013 14:47
To: Roy OConnor
Cc: Marian Wilson
Subject: RE: Cork City PT - Mahon bus services query
Roy

Thanks for the update.

I do not quite understand from this how any such service would be procured and by whom.

Are CCC intending to speak to BE about bus stops or the potential shuttle service as a whole or about existing bus services as well?

Perhaps you can clarify or seek clarification from CCC.

Thanks

Michael

From: Roy OConnor
Sent: 29 May 2013 12:51
To: Michael Warnock-Smith
Cc: Marian Wilson
Subject: Cork City PT - Mahon bus services query
Michael,

I met with CCC last Thursday. Their request for information regarding the private bus service was raised briefly.

I acknowledged the NTA position regarding Section 62. However on requesting my opinion I conveyed our concern regarding two subsidised services running in parallel as well as funding upgrades top public bus stops for private operators to use.

CCC put a condition in the planning permission for companies located within the relevant complex to provide a shuttle service to the city centre to reduce congestion. CCC have not determined where the service should dropoff/collect in the city centre as yet. They are considering speaking to Bus Eireann.

Below is a correspondence from CCC with some further detail. As this is an immediate demand for PT CCC is planning to progress the arrangement certainly in the short term until such time as PT supplies the demand.

The demand level is not understood at present and I intend to follow up to that regard to potentially better optimise PT between Mahon and City Centre.

The NTA is currently investing in infrastructure along the corridor, with the intention of aligning investment with optimal direct services on this corridor. We should discuss this further ourselves to ensure we are all in agreement. I plan to propose a meeting for an update on activities in Cork, perhaps when Marian returns. Primarily as an information update and knowledge sharing internal exercise. I survey interest in such a proposal in a few weeks time.

I hope this is of some help for time being.

Regards

Roy

From: Niamh O'Brien [mailto:niamh_obrien@corkcity.ie]

Sent: 28 May 2013 13:11

To: Roy O'Connor

Cc: Elizabeth Kidney

Subject: RE: Mahon bus services query

Roy,

The development is City Gate Park and proposed access to the development is via the internal access road to Mahon Point and from Inchera Road/ St. Michael's Drive- see attached file with map

There are a number of key committed tenants but with fit outs etc., required, it is anticipated that that there will be approx 400 persons working there by end of 2013 and up to 1,000 there by end of 2014.

Hope this is of help.

Regards,

Niamh

From: Roy O'Connor [<mailto:Roy.OConnor@nationaltransport.ie>]

Sent: 28 May 2013 11:50

To: Niamh O'Brien

Cc: Elizabeth Kidney

Subject: Mahon bus services query

Niamh,

Following from our meeting Thursday, may I know the location of the organisation in Mahon please? Albeit not immediate, I would like to at least make our Transport Planning Section aware of where potential demand growth is coming from in order to better plan services for the future.

Any queries let me know.

Regards,

Roy

Roy O'Connor, CEng, BEng, PMP.
Chartered Engineer, NTA Engineer.



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Owen Shinkwin

From: Owen Shinkwin
Sent: 26 March 2014 11:12
To: Marian Wilson
Subject: RE: Councillors force through changes to map Mahon for next 20 years | Irish Examiner

Marian,

The NRA's focus at this stage is to demand manage the N40 as a whole and a study is currently being undertaken by them to explore the various options.

There is also an extant permission to upgrade the Dunkettle Interchange.

Owen

-----Original Message-----

From: Marian Wilson
Sent: 26 March 2014 11:07
To: Owen Shinkwin
Subject: RE: Councillors force through changes to map Mahon for next 20 years | Irish Examiner

If the n40 will not be upgraded to take more traffic at its eastern end, why should one expect it will be upgraded to take more traffic at its western end?

MW

-----Original Message-----

From: Owen Shinkwin
Sent: 26 March 2014 11:02
To: Michael MacAree; Hugh Creegan; Marian Wilson
Subject: Councillors force through changes to map Mahon for next 20 years | Irish Examiner

All,

See attached for City Council's decision on Mahon LAP.

Owen

<http://www.irishexaminer.com/ireland/councillors-force-through-changes-to-map-mahon-for-next-20-years-263162.html#>.

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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: David Clements
Sent: 20 July 2011 15:25
To: Jeremy Ward
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology [Filed 13 Jan 2012 17:05]

Hi Jeremy,

I'll try to give some more information here and I hope it's of some help

1. Traffic and transportation issues are mainly related to scale of development, although the ratios have a bearing. Basically the more employment in an area, the more trips are attracted in in the AM Peak and generated out in the PM Peak. This could mean, in a mixed use area for example, that public transport services are required in both directions at both peak times. So a 50:50 split of 5,000 residents and 5,000 people would have a very different impact on the network and would have very different needs than a split of 9,000 residents and 1,000 jobs. The consequences of the ratio chosen can be assessed strategically using the transport model.
2. We don't have the full POWCAR data set for 2002 before Luas was introduced so we haven't done that specific analysis. Perhaps South Dublin or Dún Laoghaire Rathdown County Council have done surveys on the land use impact of developing public transport. Our contact in SDCC is Paul Hogan and Mary Henchy in DLRCC.
3. We also don't have any data on other cities. Our main focus to date was on the Transport Strategy for the GDA so that's the only area we have analysed in this way.

I'd just like to reiterate that the ratios in the sample data set given are in no way indicative of good or bad planning. In order to fully understand the merits or otherwise of these areas, a much wider analysis of travel behaviour and non-planning data would be needed which may be beyond the scope of the Mahon LAP.

If you wish to have a chat about this, please give me a call on the number below.

Thanks,
David

David Clements
Land Use & Transport Planner



NATIONAL TRANSPORT AUTHORITY
Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin 2

Direct Dial: + 353 (0)1 879 8305

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 19 July 2011 15:01
To: David Clements
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi David

I hope you are well. I am just writing to request a small favour regarding the ratio view of the world – if you have a little time to respond.

I have a couple of questions that I might put to you regarding the below data and their context / story – that you could respond to when you get a mo' following a conversation that I just had with Ian Byrne [I hear that you are meeting him later on for a drink].

1. What are the transportation / traffic issues relating to points on the ratio scale [e.g. going above the 0.5 ratio]?
2. Do you have pre-LUAS ratios for Dundrum and Tallaght [i.e. what difference did RT make to the overall picture]
3. Do you have examples of similar analyses for any UK cities [as a matter of interest]. Any the size of Cork [i.e. a small city as opposed to a middle-sized city like Dublin].

Any clarification / amplification you could offer would be very much appreciated.

Cheers

Jeremy

Regards

Jeremy Ward
Senior Executive Planner

Planning Policy Section
Planning + Development Directorate,
Cork City Council, City Hall, Cork

Tel: 021-492-4450
E: jeremy_ward@corkcity.ie

From: David Clements [mailto:David.Clements@nationaltransport.ie]
Sent: 13 July 2011 17:26
To: Jeremy Ward
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

I tried to give you a call just there to discuss your email. I can't really recall the details of the conversation we had but I've attached some quick analysis below of the District Centres around the M50 in Dublin which could be comparable in spatial characteristics to Mahon. Generally, in local planning, such ratios would refer to floorspace but in the NTA, because we are only really concerned with the generation of trips, we tend to look at numbers of people and numbers of jobs.

Note the attached map which shows the areas to which the figures apply. These areas were defined as District Centres for the purposes of the GDA transport strategy using a GIS tool and some of the resultant shapes may seem off – but they can be explained. I hope this gives some indication of the type of ratios evident in these areas in 2006. They do not tend to change much over time either – over a wider suburban type area as population grows, employment grows too. If you want some tighter analysis of some EDs we can provide that and possibly quite quickly.

I hope this data is of use to you and please give me a call when you get a chance and we can discuss this.

District Centre	Pop2006	Emp2006	Ratio
Blanchardstown	28,266	6,717	0.24
Blanchardstown_SC	55,625	17,603	0.32
Bray	33,731	11,848	0.35
Dundrum	30,160	14,316	0.47
Liffey Valley	13,779	7,447	0.54
Swords	45,514	15,920	0.35
Tallaght	73,998	28,981	0.39

Thanks,
David

David Clements
Land Use & Transport Planner



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From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 13 July 2011 16:10
To: David Clements
Cc: Owen Shinkwin
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi David

I just tried calling but you weren't available. I wonder if you could spare a mo' to give me a call. I attach a draft minute of the meeting held on the 17th for your consideration and comment.

I was wondering if it might be possible for you to give us some guidance on employment / residential ratios in different contexts from your experience in Dublin [e.g. with / without the LUAS, adjacent to motorways, suburban, size of

planning unit, etc]. I think that it was you who suggested that a 30/70 split was normal. We are aiming at a 50/50 split in terms of new development, which might be 30/70 overall [would have to do the number-crunching]. Is this in terms of what? Floorspace? People? Trips? Etc. Your insight would be very much appreciated.

Please give me a call to discuss if you have a moment. My phone number is below.

Regards

Jeremy Ward
Senior Executive Planner

Planning Policy Section
Planning + Development Directorate,
Cork City Council, City Hall, Cork

Tel: 021-492-4450
E: jeremy_ward@corkcity.ie

From: David Clements [<mailto:David.Clements@nationaltransport.ie>]
Sent: 01 July 2011 16:49
To: Jeremy Ward
Cc: Michael MacAree; Frank McCabe
Subject: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

We have reviewed the documentation on the methodology proposed and would make the following comments.

In deriving model input data, it is important to be cognisant of all-day travel demand, particularly for retail, and the requirements and nature of local trips. Neither of these elements can be fully accounted for using a traditional highway model which assesses the impact of trips, focussed on mechanised modes, on the road network. While the methodology seems reasonable, based along traditional lines, we feel that it needs to be supported by more evidence based analysis

Trip rates

Trip rates would be more accurately derived from existing developments using empirical data sources, rather than basing it solely on floorspace. The latter should be used as a check rather than a determinant. These trip rates can be calculated on the basis of the different land uses proposed as follows:

Employment:

Using POWCAR data from 2006 for a similar type of development elsewhere in Cork, in combination with observed travel patterns from any existing surveys, the numbers of employees and the trip rate can be derived for the office and employment elements of the proposed development and can be applied throughout the day.

Residential:

Data from the NTA Household Survey will give an estimate of trips generated across the day from their origins. Even though this survey dates from 2006 and relates to the GDA only, it has been found that the trips generated by households does not vary by time or location.

Retail:

The NTA Household Survey, in combination with local data sources, should give a more robust basis for the derivation of trip rates to retail. Again, this will give an all-day figure for 7-days of the week which can be used to examine peak retail times at weekends. POWCAR data can be used to estimate a trip rate for retail employees.

Education:

The NTA Education survey for the GDA, also from 2006, will give detailed empirical evidence for any school trips that may be generated in the Mahon area. Again this should be examined in combination with local data.

Mode Splits

The mode split for walking and cycling could be derived from an analysis of POWCAR and by making assumptions based on potential for these modes. A target could be derived from developments in Cork, or elsewhere, which have a high walking and cycling mode share.

An analysis of trip lengths from the POWCAR database would then show potential for these modes – i.e. any trips to work or education below 2km are potential walking trips and trips below 5km for cycling. A similar approach could be used for Retail based on the empirical evidence provided by the NTA Household Survey. This stage would be part of Phase 2 as set out in the methodology paper, in advance of the application of Smarter Travel.

Analysis of Local Trips

The highway model does not examine trips within model zones – internal trips. For the purposes of planning, it is these trips that can be most important. While the model will give a ratio of internal trips as a percentage of trips generated by, or attracted to, each zone, it is not intended as a tool to consider local network measures – particularly any measures related to quality. The Transport Assessment should be cognisant of these factors and in a full analysis, examine the needs of local or internal trips, particularly as it relates to walking and cycling measures in the LAP.

In summary:

- (a) The modelling methodology seems reasonable, but along very traditional lines and needs to be supported by more evidence based analysis – as per b and c below.
- (b) Trip attraction rates should be derived from the POWCAR data using similar (industry type) developments - it should not rely on floor area, but should just take number of jobs and appropriate trip rates from POWCAR. There is also data from the NTA Household survey and the Education survey which may be of assistance in deriving the trip rates.
- (c) Rather than just setting targets for walking and cycling based on distance between home and work, the targets should be based if possible on evidence from the POWCAR dataset. E.g. take an existing mixed use development in Cork where walking and cycling percentages are high – examine the patterns of travel & trip length distribution etc and set this example as the target. If no such good example exists in Cork – take a good example from elsewhere (e.g. a town centre with good walking and cycling percentages). In setting targets make sure there are no natural physical barriers to walking & cycling – e.g. steep hills etc. In the absence of such physical barriers, targets achieved in other areas can be achieved for the Mahon development through network, Demand Management and parking measures as suggested in the MVA report.

If you have any queries regarding the above, please do not hesitate to contact me.

Thanks,
David

David Clements
Land Use & Transport Planner



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Owen Shinkwin

From: Owen Shinkwin
Sent: 05 March 2013 15:00
To: Marian Wilson
Subject: RE: Re Mahonpoint
Attachments: EdTrips_From_Mahon_to_Cork.jpg; EmpTrips_From_Mahon_to_Cork.jpg; Internal_Ed_Trips.jpg; Internal_Work_Trips.jpg

Categories: Red Category

Marian,

As discussed on Friday, we recently did some analysis on the City Centre to Mahon corridor. The attached maps present information at small area level and show the distribution of employment and education destination locations, as well as the quantum of employment and education trips at origin.

If you have any further questions, let me know.

Regards,

Owen

From: Marian Wilson
Sent: 01 March 2013 14:59
To: Owen Shinkwin
Subject: Re Mahonpoint

Hi Owen,

I just need to know the quantum of employment in the set of employment locations comprising the Mahonpoint and immediate environs in 2011.

Thanks

Regards,

Marian

Marian Wilson

Head of Transport Services Planning Division

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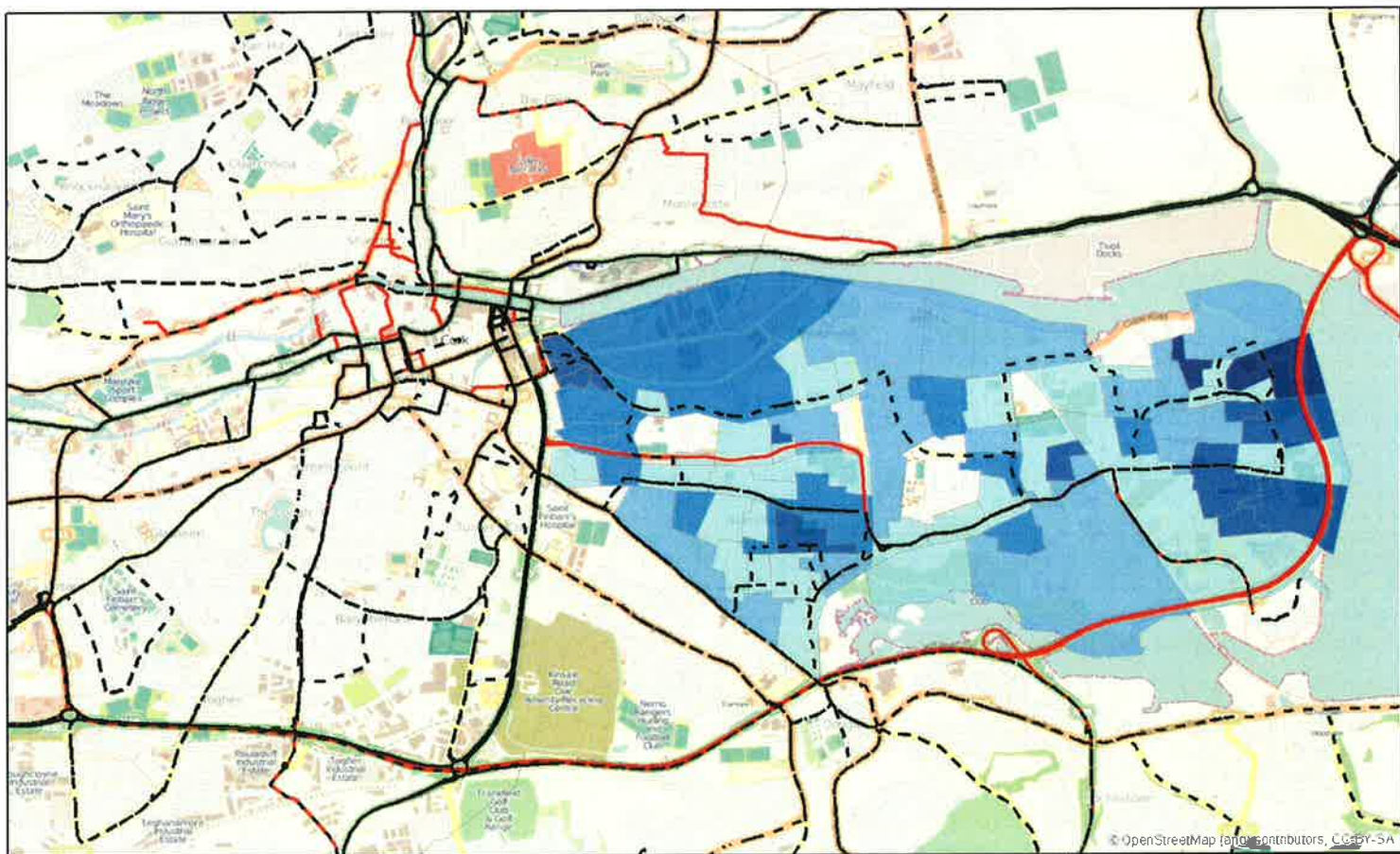
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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh 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.

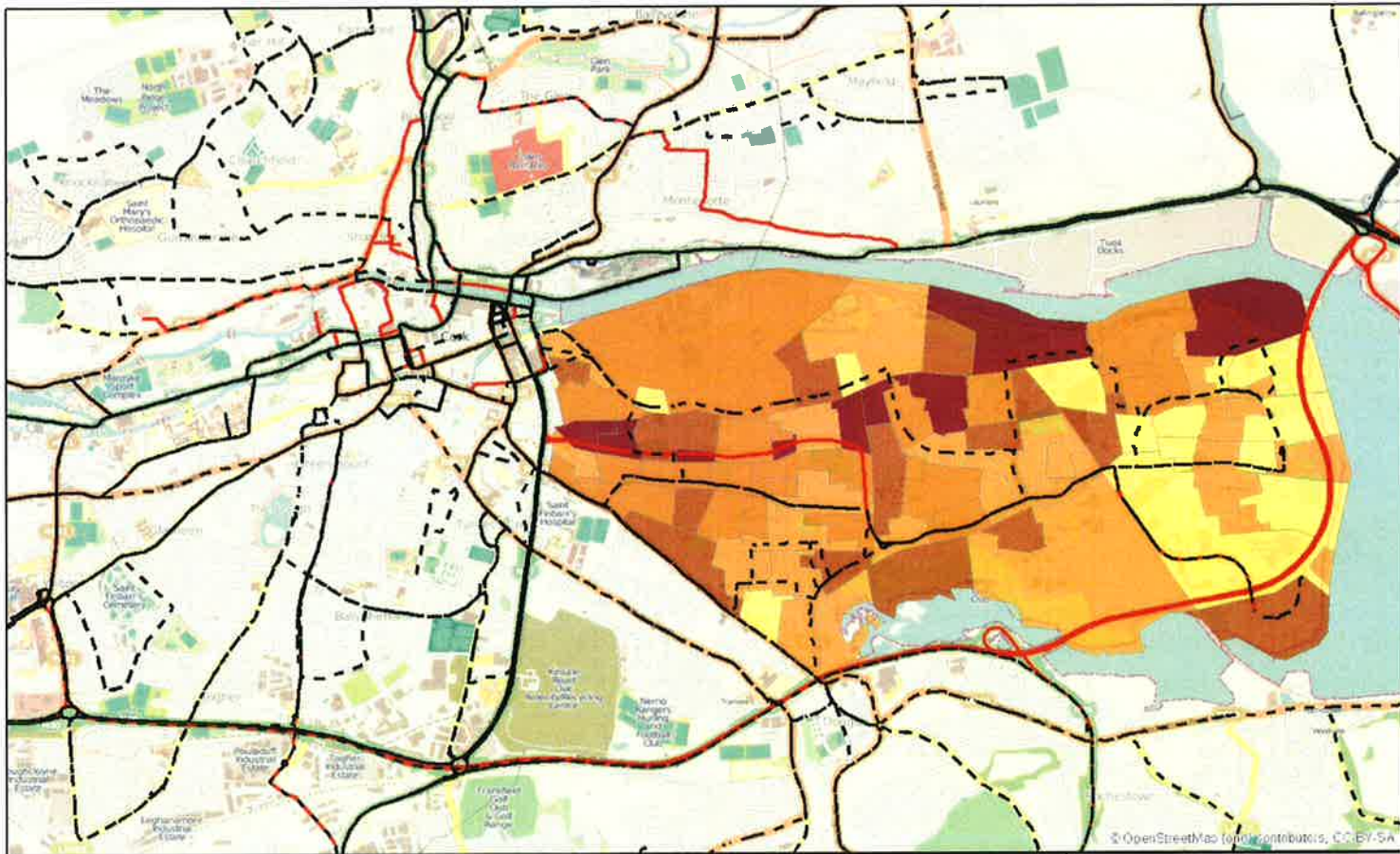
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Mahon Bus Review

Education trips from Mahon to Cork CC





Mahon Bus Review

Origin of Trips from Mahon to work in Cork City Centre

Emp Trips from Mahon to Cork CC	17 - 22
Total_Orgs	23 - 30
4 - 10	31 - 51
11 - 16	
	Bus Éireann
	Commercial Routes

