

**Owen Shinkwin**

---

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

Owen,

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

Regards,

Marian

Marian Wilson

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

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

: [marian.wilson@nationaltransport.ie](mailto:marian.wilson@nationaltransport.ie)  
Web: <http://www.nationaltransport.ie>

---

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

Marian,

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

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

201

## 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](mailto:jeremy_ward@corkcity.ie)  
I: [www.corkcity.ie](http://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](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 27 September 2012 15:58  
**To:** Owen Shinkwin  
**Subject:** RE: Mahon comments

202

**Owen Shinkwin**

---

**Subject:** Mahon LAP progress meeting  
**Location:** Cork City Hall  
  
**Start:** Tue 14/08/2012 10:00  
**End:** Tue 14/08/2012 11:30  
**Show Time As:** Tentative  
  
**Recurrence:** (none)  
  
**Meeting Status:** Not yet responded  
  
**Organizer:** Owen Shinkwin  
**Required Attendees:** David Clements

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 11 September 2012 12:20  
**To:** Roy OConnor; Con Kehely  
**Subject:** FW: Mahon LAP  
**Attachments:** 20120628 C81323 Mahon Area TT Assessment Final Report v2.pdf; MLAP 2012 Transport Stakeholders mtg agenda 100912.pdf

Roy, Con,

For your information, see attached TT Assessment undertaken as part of the LAP currently being prepared for the Mahon area.

I will update you on progress, after tomorrow's meeting.

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 10 September 2012 17:18  
**To:** Owen Shinkwin; David Clements; Michael MacAree; Tara Spain; Paul Moran ([pmoran@nra.ie](mailto:pmoran@nra.ie)); [rbowen@nra.ie](mailto:rbowen@nra.ie)  
**Cc:** Ann Bogan; Pat Ledwidge; Noel Tummon; Elizabeth Kidney; Gerry O'Beirne  
**Subject:** Mahon LAP

Dear Transport Stakeholder colleagues

Please find a copy of the following in advance of the meeting scheduled for Wednesday afternoon at 2.30pm:

- A proposed agenda for the meeting;
- The copy of the *Mahon Strategic Transport + Traffic Assessment* [June 2012].

We look forward to seeing you in Cork very much.

Kind regards

Jeremy

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

# Mahon Strategic Transport & Traffic Assessment

Final Report – June 2012

Report for Cork City Council

In Association With Cork City Council Planning and Traffic Departments

June 2012



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

Rannóg Polasaí Pleanála  
Stiúrthóireacht Pleanála Stratéiseach agus Forbairt Eacnamíochta  
Comhairle Cathrach Chorchai  
Halla na Cathrach, Corcaigh



Project:	<b>Mahon Local Area Plan 2012</b>
Meeting purpose:	<b>Land use + transport strategy review</b>
Invitees	NTA, NRA + internal [SPED / R+T]
Date of meeting:	Wednesday 12 September 2012 [2.30pm]
Meeting venue:	City Hall, Cork [Multi-media room]

## Proposed Agenda

### Presentation on LAP

Strategic context recap

The vision for Mahon

The emerging land use strategy for Mahon

Transport strategy for Mahon

What the MST+TA says about the land use and transport strategy

LAP programme

### Feedback and discussion

**Integrating proposed Mahon transport measures into the Cork City Framework Plan for Transport Investment: 2013-2016**

**Conclusions and way forward**

10 September 2012/  
JW



**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 02 August 2012 12:48  
**To:** David Clements; Michael MacAree  
**Subject:** FW: Mahon Strategic Transport and Traffic Assessment / Mahon LAP  
**Attachments:** image001.wmz

FYI

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 02 August 2012 12:37  
**To:** Tara Spain ([tspain@nra.ie](mailto:tspain@nra.ie))  
**Cc:** Elizabeth Kidney; Paul Moran ([pmoran@nra.ie](mailto:pmoran@nra.ie)); [rbowen@nra.ie](mailto:rbowen@nra.ie); Noel Tummon; Owen Shinkwin  
**Subject:** Mahon Strategic Transport and Traffic Assessment / Mahon LAP

Dear Tara

Further to our previous conversation [on 7 June 2012] regarding progress on the proposed Mahon LAP I am now in a position to confirm that the *Mahon Strategic Transport and Traffic Assessment* has now been completed and that the City Council would like to invite the NRA and NTA, as key transport stakeholders, to a meeting to:

- Review the outcome from the transport assessment; and
- Review the sketch preliminary area wide strategy that will form the basis for the Local Area Plan.

I will try to call you this afternoon to establish the availability of you and your colleagues for such a meeting. We are looking at holding the meeting in the week commencing 20/8 but if this doesn't suit then we can review this to accommodate you and your colleagues.

I look forward very much to your involvement at the proposed meeting.

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)



**Cork City Heritage Open Day**  
**Saturday, 18<sup>th</sup> August 2012**

[www.corkheritageopenday.ie](http://www.corkheritageopenday.ie)

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 02 October 2012 16:48  
**To:** David Clements; Michael MacAree  
**Subject:** FW: Mahon STTA comments  
**Attachments:** NTA comments on the Mahon Strategic Transport and Traffic Assessment (June 2012).docx

---

**From:** Owen Shinkwin  
**Sent:** 02 October 2012 16:17  
**To:** 'Jeremy Ward'  
**Cc:** Noel Tummon ([noel\\_tummon@corkcity.ie](mailto:noel_tummon@corkcity.ie))  
**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](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

2<sup>nd</sup> 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.**

**Subject:** Mahon LAP - finalisation of feedback

**Start:** Tue 02/10/2012 08:30  
**End:** Tue 02/10/2012 09:00  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Owen Shinkwin  
**Required Attendees:** Michael MacAree

207

Owen Shinkwin

---

**From:** Owen Shinkwin  
**Sent:** 19 September 2012 12:51  
**To:** Michael MacAree  
**Subject:** mahon lap - NRA feedback to CCC  
**Attachments:** SKMBT\_C35212091901030.pdf

Mick,

FYI

I'll be preparing our response with Dave over the next few days, will discuss with you when drafted.

Owen



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

Teach Naomh Máirtín / Bóthar Waterloo / Baile Átha Cliath 4  
St. Martin's House / Waterloo Road / Dublin 4  
Teil: / Tel: + 353 1 660 2511 Facs: / Fax: + 353 1 668 0009

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)

208

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 01 August 2012 10:44  
**To:** David Clements; Michael MacAree  
**Subject:** Mahon LAP

David, Mick,

Jeremy Ward will be organising a meeting for the week beginning 13<sup>th</sup> August, to discuss progress on the preparation of the Mahon local area plan. The meeting will presumably be taking place in City Hall, Cork.

Owen

209

Owen Shinkwin

---

**From:** Owen Shinkwin  
**Sent:** 20 September 2012 13:53  
**To:** Jeremy Ward (jeremy\_ward@corkcity.ie)  
**Subject:** Mahon LAP (Sandyford Area MMP information)  
**Attachments:** Sandyford Area MMP.PDF; Sandyford Urban Framework Plan.pdf; SST MMP NTA March 2012 (2).pdf; sst-plan-summary.pdf

Jeremy,

As discussed at the last meeting, I have attached some information on Dun Laoghaire / Rathdown's area-based mobility management plan in Sandyford.

I have also spoken with Jerry Flaherty (Sustainable Travel Officer in DL/R County Council), this morning. He said he would be happy to meet with us to discuss DL/R's experience in developing an area-based MMP at Sandyford. The preferred time for the meeting would be 2<sup>nd</sup> week of October, so can please let me know your availability that week.

I will not be able to get our comments on the Mahon documents to you today, probably not possible until next Monday or Tuesday, if that's okay.

Regards,

Owen



# Sandyford Business District Area Wide Mobility Management Plan

DECEMBER 2011



# **SANDYFORD**

## **Urban Framework Plan 2011 - 2016**

---

### **VARIATION NO. 2**

COUNTY DEVELOPMENT PLAN 2010-2016



**SEPTEMBER 2011**

# Sandyford Smarter Travel Project



**Presentation by  
Gerry Flaherty, Sustainable Travel Officer**

**[www.sandyfordsmartertravel.ie](http://www.sandyfordsmartertravel.ie)**





# SANDYFORD BUSINESS DISTRICT Area Wide Mobility Management Plan

[www.sandyfordsmartertravel.ie](http://www.sandyfordsmartertravel.ie)



210

**Owen Shinkwin**

---

**Subject:** Mahon LAP Area Based MMP - meeting with CCC and DL/R  
**Location:** DL/R County Hall  
  
**Start:** Tue 23/10/2012 11:00  
**End:** Tue 23/10/2012 13:00  
**Show Time As:** Tentative  
  
**Recurrence:** (none)  
  
**Meeting Status:** Not yet responded  
  
**Organizer:** Owen Shinkwin  
**Required Attendees:** David Clements

211

## Owen Shinkwin

---

**Subject:** Mahon LAP progress meeting  
**Location:** Cork City Hall  
  
**Start:** Tue 14/08/2012 10:00  
**End:** Tue 14/08/2012 11:30  
**Show Time As:** Tentative  
  
**Recurrence:** (none)  
  
**Meeting Status:** Not yet responded  
  
**Organizer:** Owen Shinkwin  
**Required Attendees:** David Clements

212

## Owen Shinkwin

---

**Subject:** Mahon LAP  
**Location:** Cork City Hall  
  
**Start:** Wed 12/09/2012 14:30  
**End:** Wed 12/09/2012 16:00  
**Show Time As:** Tentative  
  
**Recurrence:** (none)  
  
**Meeting Status:** Not yet responded  
  
**Organizer:** Owen Shinkwin  
**Required Attendees:** David Clements

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**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 10<sup>th</sup>. If it's not too late for you, my preference would therefore be for the week commencing 10<sup>th</sup> Sep.  
David is also available that week.

Regards,

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](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

**T:** 021-492-4450  
**F:** 021-492-4712  
**E:** [jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)



**Cork City Heritage Open Day**  
**Saturday, 18<sup>th</sup> August 2012**

[www.corkheritageopenday.ie](http://www.corkheritageopenday.ie)

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 07 August 2012 11:00  
**To:** 'Jeremy Ward'  
**Subject:** RE: Mahon

Jeremy,

Yes, we are both attending the same meeting in County Hall that morning, so 2.30 in City Hall would be fine.

Regards,  
Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 07 August 2012 10:54  
**To:** Owen Shinkwin  
**Subject:** RE: Mahon

Owen

I was just talking to Tara Spain. She suggested that you are down on the 12<sup>th</sup> with the county about Ringaskiddy [between 11-1]. Does that mean that you [and colleagues] are free from 2.30pm-4pm to meet us about Mahon?

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)



**Cork City Heritage Open Day**  
**Saturday, 18<sup>th</sup> August 2012**

[www.corkheritageopenday.ie](http://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 10<sup>th</sup>. If it's not too late for you, my preference would therefore be for the week commencing 10<sup>th</sup> Sep.

David is also available that week.

Regards,

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](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

**T:** 021-492-4450

**F:** 021-492-4712

**E:** [jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)

**I:** [www.corkcity.ie](http://www.corkcity.ie)



**Cork City Heritage Open Day**  
**Saturday, 18<sup>th</sup> August 2012**

[www.corkheritageopenday.ie](http://www.corkheritageopenday.ie)



215

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 27 September 2012 15:25  
**To:** 'Jeremy Ward'  
**Subject:** RE: Mahon comments

Jeremy,

I'm actually working on them this afternoon so that will be fine and will combine with Jacobs Island.

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 27 September 2012 15:17  
**To:** Owen Shinkwin  
**Subject:** Mahon comments

Hi Owen

Just to say if you could get comments to us by close of Friday that would be fab.

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 27 September 2012 15:25  
**To:** 'Jeremy Ward'  
**Subject:** RE: Mahon comments

Jeremy,

I'm actually working on them this afternoon so that will be fine and will combine with Jacobs Island.

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 27 September 2012 15:17  
**To:** Owen Shinkwin  
**Subject:** Mahon comments

Hi Owen

Just to say if you could get comments to us by close of Friday that would be fab.

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

217

## Owen Shinkwin

---

**From:** Owen Shinkwin  
**Sent:** 21 June 2012 13:09  
**To:** Tara Spain  
**Subject:** RE: Mahon LAP: Integration of land use and transport

Tara,

That's good news, thanks for that.

Owen

---

**From:** Tara Spain [<mailto:tspain@nra.ie>]  
**Sent:** 21 June 2012 12:37  
**To:** Owen Shinkwin; Paul Moran; Richard Bowen  
**Subject:** FW: Mahon LAP: Integration of land use and transport

All  
For info  
Tara

---

**From:** Ann Bogan [[mailto:ann\\_bogan@corkcity.ie](mailto:ann_bogan@corkcity.ie)]  
**Sent:** 21 June 2012 12:09  
**To:** Tara Spain  
**Cc:** Pat Ledwidge; Jeremy Ward; Gerry O'Beirne; Elizabeth Kidney  
**Subject:** RE: Mahon LAP: Integration of land use and transport

Tara,

Apologies for not responding to your email before now.

The overall Area-wide Strategy for the Mahon LAP is being prepared at present and we hope to have it complete in July/August. Once we have that it would be a good time for us to meet with yourselves and the NTA to talk about the LAP and any broader issues arising from your letter to the City Manager (March 2012),

I will contact you later in the summer to arrange a meeting.

Regards,

**Ann Bogan**  
Senior Planner

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

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

email: [ann\\_bogan@corkcity.ie](mailto:ann_bogan@corkcity.ie)  
web: [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Tara Spain [<mailto:tspain@nra.ie>]  
**Sent:** 21 May 2012 12:23  
**To:** Ann Bogan  
**Cc:** Paul Moran; Richard Bowen  
**Subject:** RE: Mahon LAP: Integration of land use and transport

Ann

I understand from the manager that the Mahon Local Area Plan is progressing and scheduled for display in October. Would it be opportune for us in the near future to meet again with yourselves and the NTA on the plan?

Regards

Tara

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

---

\*\*\*\*\*  
NRA E-mail system: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager.  
\*\*\*\*\*

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 01 February 2013 17:13  
**To:** Jeremy Ward  
**Subject:** RE: Mahon LAP

Hi Jeremy,

Thanks for the update on Mahon and I look forward to discussing with you next week.

Regards,

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 01 February 2013 17:08  
**To:** Owen Shinkwin  
**Subject:** Mahon LAP

Hi Owen

I hope that you are well.

I was just talking to Ian and he said that you'd asked about the Mahon LAP. In a nutshell.....there's a draft plan that is with the City Manager. We need to do the environmental assessments next. I will give you a call next week when we get feedback from the City Manager to let you know what the path forward is.

Cheers

Jeremy

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 25 September 2012 16:06  
**To:** 'Jeremy Ward'  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Either myself or David can attend meeting with DL/R.

Depending on your own time availability, we could also discuss any other issues at that stage, relating to the *land use and transport strategy review*.

Regards,

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 25 September 2012 12:33  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Hi Owen

We have arranged to visit Sandyford in the morning of 23<sup>rd</sup> October with Mary Henchy and Gerry Flaherty [plus Anita Lenihan, AO/MMP Co-ordinator here, and Liz Kidney, SEO, who you know]. Would you be interested in coming along to that? If so then perhaps we could do MMP in the morning and come to your offices in the afternoon to discuss other issues [e.g. Mahon, if there's a need to at that point].

What do you think?

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 24 September 2012 14:41  
**To:** Jeremy Ward  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry tells me he would be available to meet on 23<sup>rd</sup> October. Shall we say 2pm in NTA offices?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 21 September 2012 16:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Ann and I were just discussing "when". Would Tuesday 23<sup>rd</sup> October 2012 be a possibility [Ann flies into Dublin on Monday 22<sup>nd</sup> and it would suit her very well – and is fine by me]?

If it doesn't suit you and Gerry then we could meet up at an earlier date [Ann is off from 15-22<sup>nd</sup> inclusive].

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 21 September 2012 15:14  
**To:** Jeremy Ward  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry Flaherty has just told me that he will not be available on the 8<sup>th</sup>, 9<sup>th</sup> or 10<sup>th</sup> October.  
Can I therefore suggest we arrange the meeting for 11<sup>th</sup> or 12<sup>th</sup>?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 20 September 2012 15:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Thanks very much for your email and for the details you have provided on the Sandyford MMP. I will see who else wishes to attend at this end and come back to you with a preferred date.



We look forward to receiving comments on Mahon at your earliest convenience. Monday / Tuesday would be 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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 20 September 2012 13:53  
**To:** Jeremy Ward  
**Subject:** Mahon LAP (Sandyford Area MMP information)

Jeremy,

As discussed at the last meeting, I have attached some information on Dun Laoghaire / Rathdown's area-based mobility management plan in Sandyford.

I have also spoken with Jerry Flaherty (Sustainable Travel Officer in DL/R County Council), this morning. He said he would be happy to meet with us to discuss DL/R's experience in developing an area-based MMP at Sandyford. The preferred time for the meeting would be 2<sup>nd</sup> week of October, so can please let me know your availability that week.

I will not be able to get our comments on the Mahon documents to you today, probably not possible until next Monday or Tuesday, if that's okay.

Regards,

Owen

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 24 September 2012 14:41  
**To:** 'Jeremy Ward'  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry tells me he would be available to meet on 23<sup>rd</sup> October. Shall we say 2pm in NTA offices?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 21 September 2012 16:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Ann and I were just discussing "when". Would Tuesday 23<sup>rd</sup> October 2012 be a possibility [Ann flies into Dublin on Monday 22<sup>nd</sup> and it would suit her very well – and is fine by me]?  
If it doesn't suit you and Gerry then we could meet up at an earlier date [Ann is off from 15-22<sup>nd</sup> inclusive].

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 21 September 2012 15:14  
**To:** Jeremy Ward  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry Flaherty has just told me that he will not be available on the 8<sup>th</sup>, 9<sup>th</sup> or 10<sup>th</sup> October.  
Can I therefore suggest we arrange the meeting for 11<sup>th</sup> or 12<sup>th</sup>?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 20 September 2012 15:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Thanks very much for your email and for the details you have provided on the Sandyford MMP. I will see who else wishes to attend at this end and come back to you with a preferred date.  
We look forward to receiving comments on Mahon at your earliest convenience. Monday / Tuesday would be 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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 20 September 2012 13:53  
**To:** Jeremy Ward  
**Subject:** Mahon LAP (Sandyford Area MMP information)

Jeremy,

As discussed at the last meeting, I have attached some information on Dun Laoghaire / Rathdown's area-based mobility management plan in Sandyford.

I have also spoken with Jerry Flaherty (Sustainable Travel Officer in DL/R County Council), this morning. He said he would be happy to meet with us to discuss DL/R's experience in developing an area-based MMP at Sandyford. The preferred time for the meeting would be 2<sup>nd</sup> week of October, so can please let me know your availability that week.

I will not be able to get our comments on the Mahon documents to you today, probably not possible until next Monday or Tuesday, if that's okay.

Regards,

Owen

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 21 September 2012 15:14  
**To:** 'Jeremy Ward'  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry Flaherty has just told me that he will not be available on the 8<sup>th</sup>, 9<sup>th</sup> or 10<sup>th</sup> October.  
Can I therefore suggest we arrange the meeting for 11<sup>th</sup> or 12<sup>th</sup>?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 20 September 2012 15:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Thanks very much for your email and for the details you have provided on the Sandyford MMP. I will see who else wishes to attend at this end and come back to you with a preferred date.  
We look forward to receiving comments on Mahon at your earliest convenience. Monday / Tuesday would be 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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 20 September 2012 13:53  
**To:** Jeremy Ward  
**Subject:** Mahon LAP (Sandyford Area MMP information)

Jeremy,

As discussed at the last meeting, I have attached some information on Dun Laoghaire / Rathdown's area-based mobility management plan in Sandyford.

I have also spoken with Jerry Flaherty (Sustainable Travel Officer in DL/R County Council), this morning. He said he would be happy to meet with us to discuss DL/R's experience in developing an area-based MMP at Sandyford. The preferred time for the meeting would be 2<sup>nd</sup> week of October, so can please let me know your availability that week.

I will not be able to get our comments on the Mahon documents to you today, probably not possible until next Monday or Tuesday, if that's okay.

Regards,

Owen

222

## Owen Shinkwin

---

**From:** Owen Shinkwin  
**Sent:** 25 September 2012 16:43  
**To:** 'Jeremy Ward'  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Apologies, I should be able to get back to you by end tomorrow.

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 25 September 2012 16:19  
**To:** Owen Shinkwin  
**Cc:** David Clements; Ann Bogan  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

That sounds tip-top. Makes sense to chat out in Sandyford to me after the MMP meeting has finished [if we need to].

At this stage it looks like we are aiming to get to Sandyford on the Red LUAS by 11am to meet Mary / Gerry there.

Hate to ask but..... how're your comments on the land use and transport strategy going?

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 25 September 2012 16:06  
**To:** Jeremy Ward  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Either myself or David can attend meeting with DL/R.  
Depending on your own time availability, we could also discuss any other issues at that stage, relating to the *land use and transport strategy review*.

Regards,

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 25 September 2012 12:33  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Hi Owen

We have arranged to visit Sandyford in the morning of 23<sup>rd</sup> October with Mary Henchy and Gerry Flaherty [plus Anita Lenihan, AO/MMP Co-ordinator here, and Liz Kidney, SEO, who you know]. Would you be interested in coming along to that? If so then perhaps we could do MMP in the morning and come to your offices in the afternoon to discuss other issues [e.g. Mahon, if there's a need to at that point].

What do you think?

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](mailto:jeremy_ward@corkcity.ie)  
**I:** [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 24 September 2012 14:41  
**To:** Jeremy Ward  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry tells me he would be available to meet on 23<sup>rd</sup> October. Shall we say 2pm in NTA offices?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 21 September 2012 16:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Ann and I were just discussing "when". Would Tuesday 23<sup>rd</sup> October 2012 be a possibility [Ann flies into Dublin on Monday 22<sup>nd</sup> and it would suit her very well – and is fine by me]?  
If it doesn't suit you and Gerry then we could meet up at an earlier date [Ann is off from 15-22<sup>nd</sup> inclusive].

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](mailto:jeremy_ward@corkcity.ie)  
I: [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 21 September 2012 15:14  
**To:** Jeremy Ward  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry Flaherty has just told me that he will not be available on the 8<sup>th</sup>, 9<sup>th</sup> or 10<sup>th</sup> October.  
Can I therefore suggest we arrange the meeting for 11<sup>th</sup> or 12<sup>th</sup>?

Owen

---

**From:** Jeremy Ward [[mailto:jeremy\\_ward@corkcity.ie](mailto:jeremy_ward@corkcity.ie)]  
**Sent:** 20 September 2012 15:06  
**To:** Owen Shinkwin  
**Cc:** Ann Bogan; Noel Tummon  
**Subject:** RE: Mahon LAP (Sandyford Area MMP information)

Owen

Thanks very much for your email and for the details you have provided on the Sandyford MMP. I will see who else wishes to attend at this end and come back to you with a preferred date.  
We look forward to receiving comments on Mahon at your earliest convenience. Monday / Tuesday would be 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](mailto:jeremy_ward@corkcity.ie)  
I: [www.corkcity.ie](http://www.corkcity.ie)

---

**From:** Owen Shinkwin [<mailto:owen@nationaltransport.ie>]  
**Sent:** 20 September 2012 13:53  
**To:** Jeremy Ward  
**Subject:** Mahon LAP (Sandyford Area MMP information)



Jeremy,

As discussed at the last meeting, I have attached some information on Dun Laoghaire / Rathdown's area-based mobility management plan in Sandyford.

I have also spoken with Jerry Flaherty (Sustainable Travel Officer in DL/R County Council), this morning. He said he would be happy to meet with us to discuss DL/R's experience in developing an area-based MMP at Sandyford. The preferred time for the meeting would be 2<sup>nd</sup> week of October, so can please let me know your availability that week.

I will not be able to get our comments on the Mahon documents to you today, probably not possible until next Monday or Tuesday, if that's okay.

Regards,

Owen

223

**Owen Shinkwin**

---

**From:** Owen Shinkwin  
**Sent:** 07 March 2013 09:42  
**To:** Tara Spain; Paul Moran; Richard Bowen; David Clements  
**Subject:** RE: Mahon LAP

Tara,

Thanks for the update.

Do you have a copy of the finalised document or will the City Council be circulating in advance of meeting?

Owen

---

**From:** Tara Spain [<mailto:tspain@nra.ie>]  
**Sent:** 07 March 2013 09:32  
**To:** Paul Moran; Richard Bowen; Owen Shinkwin; David Clements  
**Subject:** Mahon LAP

All  
Mahon LAP is been issued in April. There is not many changes but there is an invite to discuss it before its issued.  
Tara

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

---

\*\*\*\*\*  
NRA E-mail system: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager.

I'm supporting The Gathering Ireland 2013. Go to [www.thegatheringireland.com](http://www.thegatheringireland.com) and Be Part of it!

\*\*\*\*\*

**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](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

2<sup>nd</sup> 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.**