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Owen Shinkwin

From: Owen Shinkwin
Sent: 23 April 2014 10:09
To: Michael MacAree; Hugh Creegan
Subject: Cork City Development Plan

Mick, Hugh,

The Draft City Development Plan was issued for consultation on 8th April.

The NTA did not receive any notification of this, which is a bit surprising considering their referral of various local area plans and the development plan's pre-draft issues paper last year, not to mention our earlier involvement in the City Centre Study and our role in managing the DoT's Regional Cities Transport Investment Framework.

The deadline for submissions is 17th June.

Owen

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Owen Shinkwin

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

Marian,

As requested.

Owen

Náisiúnta
National **Transport** Authority

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

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

17th June 2014

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

Dear Mr Ledwidge,

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

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

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

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

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

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

Chapter 2 – Core Strategy

Prioritisation of Residential Development Locations to Support Investment in Sustainable Transport

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

Residential Density

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

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

Employment location, Employment Intensity

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

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

Chapter 14 - Suburban Area Policies (Jacobs Island)

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

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange and the national road network;

- The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;

- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;

- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

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

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

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

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

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

Transport and Mobility, Parking Policy, Parking Standards

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

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

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

Consolidation of Development within public transport corridors

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

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

Transport Demand Management, Parking Policy / Parking Standards

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

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

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

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

Key Points

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

- A strong emphasis on a sequential approach to retail and employment development, focused in the first instance on the City Centre, Docklands and then on locations within district centres/ key development areas which centrally located withinstrategic public transport corridors;

- A clear link between development density and public transport provision, including the transition to higher development densities within each centre and along defined strategic public transport corridors in order to effect a reduction in trip lengths and to provide a stronger demand basis for higher frequency public transport services over time;

- A clear policy which explicitly supports the transport user hierarchy as a means of providing a coherent basis for future investment in transport infrastructure. This considers transport user needs in the following order:

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

- Maximum Parking standards for non-residential development which are linked to centrality and accessibility to public transport;

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

Yours sincerely,

Hugh Creegan
Director of Transport Investment and Taxi Regulation

25

Owen Shinkwin

From:	Owen Shinkwin
Sent:	17 June 2014 17:17
To:	Michael MacAree
Subject:	cork submission
Attachments:	National Transport Authority submission on the Draft Cork City Development Plan 2015-2021

Náisiúnta
National Transport Authority

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

Mr Pat Ledwidge,
Director of Services
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Cork

17th June 2014

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Yours sincerely,

Hugh Creegan
Director of Transport Investment and Taxi Regulation

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Owen Shinkwin

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

Marian,

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

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

Owen

Hi Owen—

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

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

1) One submission noted that we've provided very little information regarding what strategic plans are in respect of bus network improvements over the lifetime of the Development Plan (through 2021). I was thinking of broadly referencing details from Action 13 of *Smarter Travel* (extracted below for ease of reference). Is there something more Cork City specific that I could/ should include instead?

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

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

Kind regards

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

(021) 492 4313

Action 13

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

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

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Owen Shinkwin

From: Owen Shinkwin
Sent: 10 September 2014 12:52
To: Michael MacAree
Subject: FW: Cork City Development Plan: Public Transport Queries

Mick,

For your information.

Owen

From: Owen Shinkwin
Sent: 10 September 2014 12:52
To: 'Erin O'Brien'
Subject: RE: Cork City Development Plan: Public Transport Queries

Erin,

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

Regards,

Owen

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

Hi Erin

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

Regards,

Owen

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

Hi Owen—

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

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

1) One submission noted that we've provided very little information regarding what strategic plans are in respect of bus network improvements over the lifetime of the Development Plan (through 2021). I was thinking of broadly referencing details from Action 13 of *Smarter Travel* (extracted below for ease of reference). Is there something more Cork City specific that I could/ should include instead?

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

Cork Area Transit Study (CATS) 2009

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

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

The recommendations of the CATS Study included:

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

Public Transport Networks

Bus Services

Bus Éireann provides Bus Based Public Transport in Cork which includes City, Suburban, Provincial and Expressway Bus Services.
These services are currently provided with a fleet of 151 buses and 500 staff including, over 300 drivers, in the Cork Area. Bus Éireann operates the School Transport Scheme on behalf of the Department of Education.

From 2000 to 2008 the level of City bus cervices increased by 53% while the level of suburban bus Services provided by Bus Éireann in the CASP Area increased by 55%.
The introduction of these service improvements has been correlated with the introduction of the 10 Green Routes as per the Cork Area Strategic Plan (CASP). These Green Routes include a combination of Bus Lanes, Bus Priorities and improved Bus Stops and have improved the environment for the users of Public Transport in the Cork area. This has been reflected in increased service levels and increased passenger numbers since 2000.

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

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

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

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

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

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

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

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

The National Transport Authority manages, on behalf of the Department of Transport, Tourism and Sport, the Regional Cities Sustainable Transport Programme, though which funding is provided to Cork, Limerick, Galway and Waterford cities in relation to various traffic management, bus priority and sustainable transport project. In the case of Cork, funding is allocated to Cork City and County councils.
In 2012, both local authorities submitted a Five Year Investment Strategy covering the period from 2012-2016. These Strategies now form the basis on which projects are funded in a prioritised coordinated plan from year to year.

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

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

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

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

Kind regards

Erin
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- A frequency of at least 10 minutes at peak hours and 20 minutes at non-peak hours
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This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

28

Owen Shinkwin

From: Owen Shinkwin
Sent: 26 August 2013 18:41
To: Michael MacAree
Subject: FW: Cork City Development Plan

Mick,

FYI

Owen

From: Erin O'Brien [mailto:erin_obrien@corkcity.ie]
Sent: 26 August 2013 15:40
To: Owen Shinkwin
Cc: Ann Bogan
Subject: RE: Cork City Development Plan

Owen—

I'm the planner on Ann's team working on compiling the Transport Chapter for the Development Plan. I've read the NTA submission and personally couldn't agree more with the assessment and recommendations put forward. (Spatial analysis of densification and the integration and landuse and transport was the key focus in one of my previous jobs [in Austin, Texas], so it's something I'm rather passionate about.) I feel the biggest challenge we face is that many of the things that need to happen within the City bounds will depend upon the approach that the County Council takes with their plan. But focusing on the things that the City Council can control, I'd specifically like to have a further discussion about--and simply hear your more detailed views on--

1) **"Strategic public transport corridors" as they relate to landuse.** As set out in the NTA submission:

- A stronger emphasis on sequential expansion, focused on the most cent Council area, Docklands, existing district centres and those locations al transport corridors;

- A clear link between development density and public transport prov transition to higher development densities within each centre and along de transport corridors in order to effect a reduction in trip lengths and tc demand basis for higher frequency public transport services over time;

For me this would include where we're going with/ approach to BRT and a clear understanding of the strategy for improvements to Bus Eireann as well. Some of the key corridors that would ideally be best suited for intensification are primarily single-family housing with limited potential for redevelopment.

2) **Smarter Travel 45 % target**

Looking at where we are now, this is clearly a long-term proposition. If we were trying to break this down a bit, what's a realistic aim for the next six years? Where are we most likely to see the gains/ what should be given the most focus, etc.? I'm asking not necessarily to include such specifics in the Plan, but just a discussion of where we are now vs. where we want to be to start working toward it in a realistic fashion.

I hope that's not too vague and gives you some idea of the issues I have in mind.

Kind regards

Erin
Erin O'Brien
Executive Planner
Cork City Council

Tel: 021 492 4313

From: Owen Shinkwin [mailto:owen.shinkwin@nationaltransport.ie]
Sent: 22 August 2013 15:22
To: Ann Bogan
Cc: Erin O'Brien
Subject: RE: Cork City Development Plan

Ann,

That would be fine.

I think it's the Freight meeting in Custom House in the morning, so we could just go directly to City Hall after that. It might also be useful to have had the discussion in advance of the Parking meeting at 2pm.

If you could provide me with a list of issues for discussion in advance, I can do some preparation in advance, if necessary.

Regards,

Owen

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

Owen,

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

Regards,

Ann Bogan
Senior Planner

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

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

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

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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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29

Owen Shinkwin

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

Marian,

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

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

Regards,

Owen

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

Owen,

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

Regards,

Marian

Marian Wilson

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

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

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

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

Marian,

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

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

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

Thanks,

Owen

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

Owen,

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

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

http://10.0.0.66/?page_id=2765

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

1. By 2021, will there be a cross-Cork rail service Mallow – Cobh / Midleton?
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7. Will the rate of use of the N40 be managed in any way?
8. What will the bus, rail, cycling and walking mode share be in 2016 census?
9. Will that be sufficient to achieve City Council objectives?

This section will continue to do the following:

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

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

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

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

Hope this helps.

Regards,

Marian

Marian Wilson

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

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

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

From: Owen Shinkwin
Sent: 08 September 2014 12:40

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Hi Owen—

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

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Kind regards

Erin
Erin O'Brien
Executive Planner
Policy Division
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(021) 492 4313

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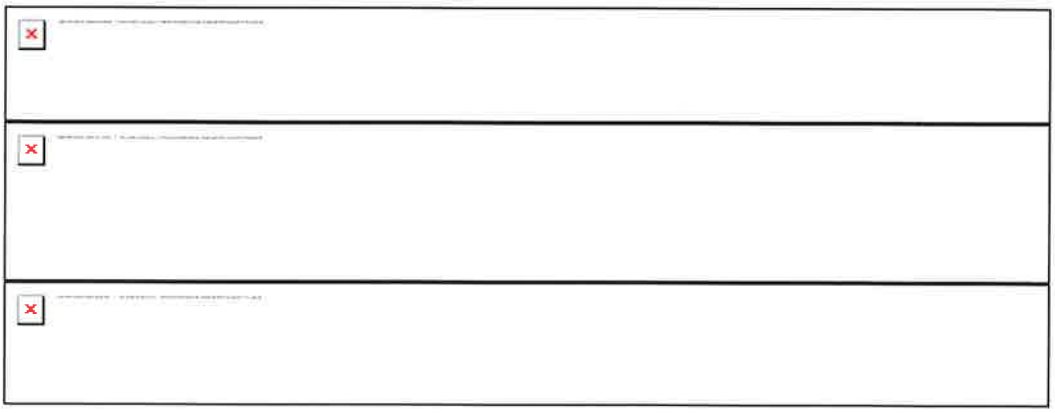

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30

Owen Shinkwin

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Sent: 10 September 2014 10:31
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Hope this helps.

Regards,

Marian

Marian Wilson

Head of Transport Services
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Kind regards

Erin
Erin O'Brien
Executive Planner
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Cork City Council

(021) 492 4313

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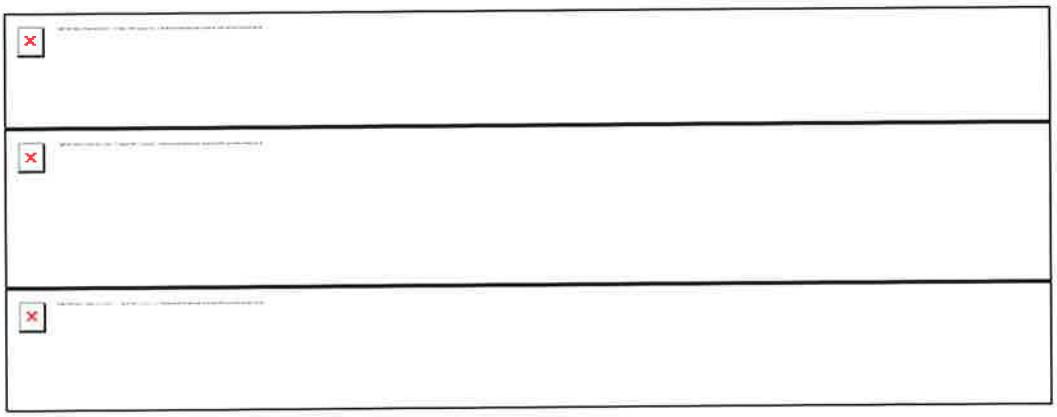

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31

Owen Shinkwin

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

Hi Erin

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

Regards,

Owen

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

Hi Owen—

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

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

Cork Area Transit Study (CATS) 2009

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

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

The recommendations of the CATS Study included:

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

Public Transport Networks

Bus Services

Bus Éireann provides Bus Based Public Transport in Cork which includes City, Suburban, Provincial and Expressway Bus Services.
These services are currently provided with a fleet of 151 buses and 500 staff including, over 300 drivers, in the Cork Area. Bus Éireann operates the School Transport Scheme on behalf of the Department of Education.

From 2000 to 2008 the level of City bus cervices increased by 53% while the level of suburban bus Services provided by Bus Éireann in the CASP Area increased by 55%.
The introduction of these service improvements has been correlated with the introduction of the 10 Green Routes as per the Cork Area Strategic Plan (CASP). These Green Routes include a combination of Bus Lanes, Bus Priorities and improved Bus Stops and have improved the environment for the users of Public Transport in the Cork area. This has been reflected in increased service levels and increased passenger numbers since 2000.

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

Bus Éireann in conjunction with the NTA is currently in the process of implementing a number of service changes arising from the recommendations of a review of Cork City and suburban bus services undertaken by the NTA. The initial phase of this review was introduced in June 2012 with an increase in the frequencies of City Bus Routes No.205 and No.208 serving Kent Station, City Centre, UCC, CIT, FAS, CUH and Western Suburbs. This also aligns with the recommendations of the CATS report which had recommended a Bus Rapid Transit (BRT) Route from Docklands via Kent Station, Bus

Station, City Centre, Bishopstown to Ballincollig subject to various criteria. One of these criteria is the intensification of the Public Transport offering throughout the City with particular emphasis on the suggested BRT corridor.

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

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

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

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

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

The National Transport Authority manages, on behalf of the Department of Transport, Tourism and Sport, the Regional Cities Sustainable Transport Programme, though which funding is provided to Cork, Limerick, Galway and Waterford cities in relation to various traffic management, bus priority and sustainable transport project. In the case of Cork, funding is allocated to Cork City and County councils.
In 2012, both local authorities submitted a Five Year Investment Strategy covering the period from 2012-2016. These Strategies now form the basis on which projects are funded in a prioritised coordinated plan from year to year.

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

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

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

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

Kind regards

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

(021) 492 4313

Action 13

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32

Owen Shinkwin

From: Owen Shinkwin
Sent: 08 September 2014 15:58
To: Marian Wilson
Subject: RE: Cork City Development Plan: Public Transport Queries

Marian,

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Owen

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4. What prioritised paths across Cork city centre will exist by 2015, 2016, etc to 2021 as a result of the investment at 3 above?
5. What routes and services will benefit from the prioritisation schemes implemented?
6. When will the 320 Cork Zero bikes be installed at the 31 planned stations? What will be the annual rate of expansion of the scheme thereafter in terms of stock and coverage?
7. Will the rate of use of the N40 be managed in any way?
8. What will the bus, rail, cycling and walking mode share be in 2016 census?
9. Will that be sufficient to achieve City Council objectives?

This section will continue to do the following:

a. Extend the urban network to include locations in suburban Cork that function as commuter settlements relative to Cork city as has been done for Blarney, Ballincollig, Kinsale, Glanmire and Carrigaline
b. Develop services to better serve Ringaskiddy which is the centre of high-value employment in the Greater Cork Area

c. Develop more cross-city services and extend to serve industrial estates at the periphery of the Metropolitan area
d. Achieve better penetration of the retail, employment and leisure core of Cork City by bus services
e. Feed / distribute to and from rail stations
f. Co-ordinate rail and bus service timetables better

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

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

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

Hope this helps.

Regards,

Marian

Marian Wilson

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

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

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

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

Marian,

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

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

Owen

Hi Owen—

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

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

1) One submission noted that we've provided very little information regarding what strategic plans are in respect of bus network improvements over the lifetime of the Development Plan (through 2021). I was thinking of broadly referencing details from Action 13 of *Smarter Travel* (extracted below for ease of reference). Is there something more Cork City specific that I could/ should include instead?

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

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

Kind regards

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

(021) 492 4313

Action 13

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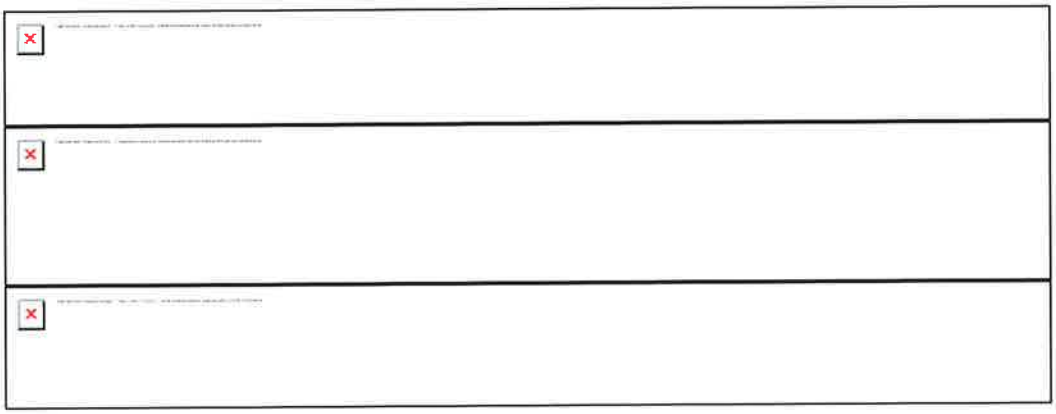

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc 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: Owen Shinkwin
Sent: 08 September 2014 15:13
To: Marian Wilson
Subject: RE: Cork City Development Plan: Public Transport Queries

Marian,

Of particular importance to them would be an update on the following, included in the 5 Year Investment Framework document, produced in 2012.

Owen

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

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Kind regards

Erin
Erin O'Brien
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Policy Division
Cork City Council

(021) 492 4313

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34

Owen Shinkwin

From: Owen Shinkwin
Sent: 28 August 2014 13:34
To: 'Erin O'Brien'
Subject: RE: Cork City Development Plan: Public Transport Queries

Hi Erin,

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

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

Regards,

Owen

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

Hi Owen—

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

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Kind regards

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

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- A defined level of comfort and cleanliness on vehicles.

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Owen Shinkwin

From: Owen Shinkwin
Sent: 10 September 2014 12:52
To: 'Erin O'Brien'
Subject: RE: Cork City Development Plan: Public Transport Queries

Erin,

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

Regards,

Owen

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

Hi Erin

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

Regards,

Owen

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

Hi Owen—

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

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

Cork Area Transit Study (CATS) 2009

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

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

The recommendations of the CATS Study included:

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

Public Transport Networks

Bus Services

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

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

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

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

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

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

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

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

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

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

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

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

The National Transport Authority manages, on behalf of the Department of Transport, Tourism and Sport, the Regional Cities Sustainable Transport Programme, though which funding is provided to Cork, Limerick, Galway and Waterford cities in relation to various traffic management, bus priority and sustainable transport project. In the case of Cork, funding is allocated to Cork City and County councils.
In 2012, both local authorities submitted a Five Year Investment Strategy covering the period from 2012-2016. These Strategies now form the basis on which projects are funded in a prioritised coordinated plan from year to year.

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

- City Centre Movement Strategy

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

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

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

Kind regards

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

(021) 492 4313

Action 13

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Owen Shinkwin

From: Owen Shinkwin
Sent: 22 August 2013 15:22
To: 'Ann Bogan'
Cc: Erin O'Brien
Subject: RE: Cork City Development Plan

Ann,

That would be fine.

I think it's the Freight meeting in Custom House in the morning, so we could just go directly to City Hall after that. It might also be useful to have had the discussion in advance of the Parking meeting at 2pm.

If you could provide me with a list of issues for discussion in advance, I can do some preparation in advance, if necessary.

Regards,

Owen

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

Owen,

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

Regards,

Ann Bogan
Senior Planner

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

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

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

37

Owen Shinkwin

From: Owen Shinkwin
Sent: 26 August 2013 16:59
To: 'Erin O'Brien'
Cc: Ann Bogan
Subject: RE: Cork City Development Plan

Erin,

Thank you for sending on these points for discussion, tomorrow.

Regards,

Owen

From: Erin O'Brien [mailto:erin_obrien@corkcity.ie]
Sent: 26 August 2013 15:40
To: Owen Shinkwin
Cc: Ann Bogan
Subject: RE: Cork City Development Plan

Owen—

I'm the planner on Ann's team working on compiling the Transport Chapter for the Development Plan. I've read the NTA submission and personally couldn't agree more with the assessment and recommendations put forward. (Spatial analysis of densification and the integration and landuse and transport was the key focus in one of my previous jobs [in Austin, Texas], so it's something I'm rather passionate about.) I feel the biggest challenge we face is that many of the things that need to happen within the City bounds will depend upon the approach that the County Council takes with their plan. But focusing on the things that the City Council can control, I'd specifically like to have a further discussion about--and simply hear your more detailed views on--

1) **"Strategic public transport corridors" as they relate to landuse.** As set out in the NTA submission:

- A stronger emphasis on sequential expansion, focused on the most cent Council area, Docklands, existing district centres and those locations al transport corridors;

- A clear link between development density and public transport prov transition to higher development densities within each centre and along de transport corridors in order to effect a reduction in trip lengths and tc demand basis for higher frequency public transport services over time;

For me this would include where we're going with/ approach to BRT and a clear understanding of the strategy for improvements to Bus Eireann as well. Some of the key corridors that would ideally be best suited for intensification are primarily single-family housing with limited potential for redevelopment.

2) **Smarter Travel 45 % target**
Looking at where we are now, this is clearly a long-term proposition. If we were trying to break this down a bit, what's a realistic aim for the next six years? Where are we most likely to see the gains/ what should be given the most focus, etc.? I'm asking not necessarily to include such specifics in the Plan, but just a discussion of where we are now vs. where we want to be to start working toward it in a realistic fashion.

I hope that's not too vague and gives you some idea of the issues I have in mind.

Kind regards

Erin
Erin O'Brien
Executive Planner
Cork City Council

Tel: 021 492 4313

From: Owen Shinkwin [mailto:owen.shinkwin@nationaltransport.ie]
Sent: 22 August 2013 15:22
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Owen Shinkwin

From: Owen Shinkwin
Sent: 22 April 2014 14:17
To: 'Tara Spain'
Subject: RE: Cork City Plan

Thanks.
We haven't received a notification from CCC.

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

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

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

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Owen Shinkwin

From: Owen Shinkwin
Sent: 09 June 2014 12:16
To: 'Tara Spain'
Subject: RE: cork city plan

Tara,

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

Owen

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

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

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

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Owen Shinkwin

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

Marian,

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

We would hope to work closely with both the City and County Councils when it comes to the preparation/ review of local area plans along this corridor.
On the cross city issue, it's difficult to know at this stage what scale and time frame will apply to any future development, north of the City. The County will be preparing a local area plan for the northern environs of the City, which might have a bearing on the case for an additional station on this part of the network and thus the demand potential demand for cross city rail services.

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

Regards,

Owen

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

Thanks Owen,

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

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

Regards,

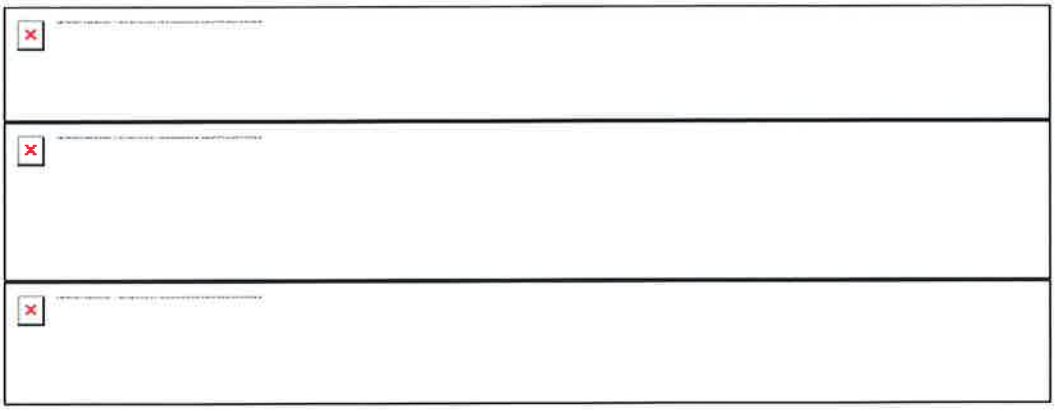
MW

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

Marian,

As requested.

Owen



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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