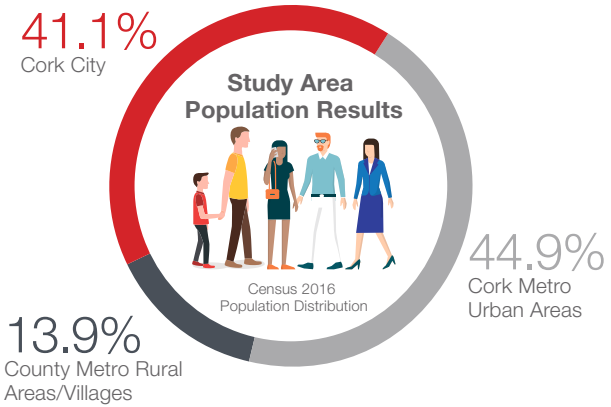
EXISTING TRANSPORT CONTEXT



Study Area

The Cork Metropolitan Area was previously defined by the Cork Area Strategic Plan (CASP) and includes Cork City, its suburbs and the towns and rural areas in the immediate hinterland of the City of Cork as a single integrated unit.

The CMA covers 820km^2 and has a population of just over 305,000 (CSO 2016). This is made up of approximately 126,000 residents within the Cork City boundary, with the remaining located within the surrounding Metropolitan Area.

The Study Area encompasses Cork Harbour and Port of Cork. The River Lee runs directly from the harbour through the centre of the Metropolitan Area splitting into two channels which form the centre island of Cork City.

There are approximately 820,000 trips originating within the CMA on average each weekday (over 24 hours) with the morning peak and late afternoon being the busiest periods.

There is a dispersed pattern for journeys to work generally within the Metropolitan Area. The private car tends to be used for radial trips into/out of the City as well as for trips on orbital routes.

Mode Share

The CMA has a legacy of high car dependency primarily due to dispersed settlement and employment patterns. Unless there is a much greater consolidation of land use around existing or planned public transport provision, the CMA will continue to have high levels of car dependency, delays to journeys, congestion and air pollution, all of which impact on quality of life and the city Region's ability to attract and retain investment.

The current limitations of the public transport provision in the CMA are reflected in the low mode share for public transport of 5% across the whole day and all trip purposes. Only 7% of journeys to work in Cork City are by public transport.

By comparison, walking has a 20% mode share, while the dominant mode is car which is used for 74% of trips. Cycling makes up the remainder of trips, with 1% of all trips made by bike.

Public transport, walking and cycling infrastructure and facilities must be expanded and improved to enable people to change their travel behaviour.

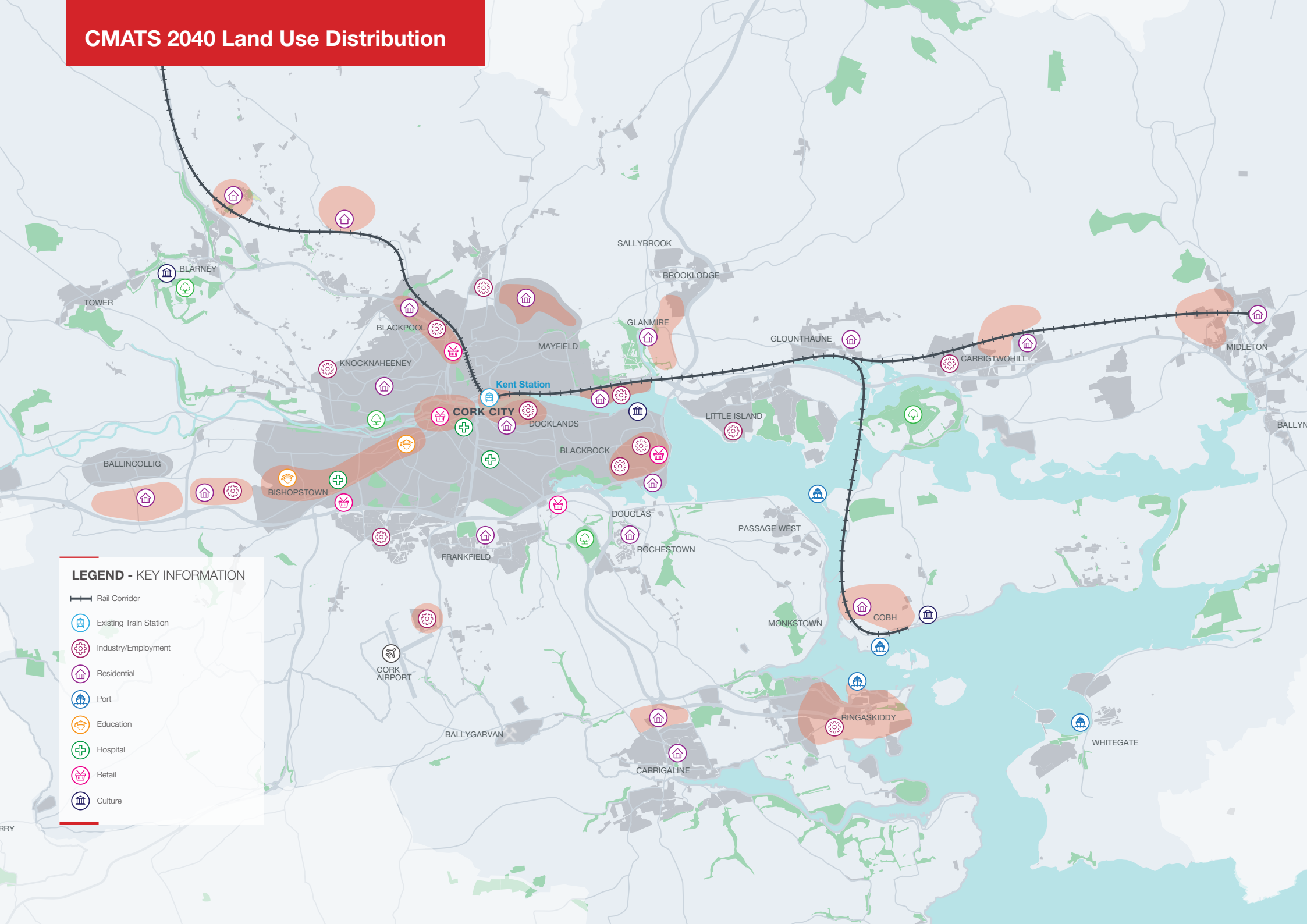
Key Challenges

To provide for a better, more efficient and sustainable transport network, there are a number of key challenges that must be addressed by CMATS.

These include:

- Ensuring that the transport network can support the population, employment and educational growth as envisaged by the NPF 2040;
- Supporting the vibrancy, accessibility and liveability of Cork City Centre and Metropolitan centres;
- Ensuring that future development is located and designed in a fashion that prioritises walking, cycling and public transport and reduces the need to travel by car;
- Improving the public transport offering through higher frequency services operating with greater speed, directness and journey time reliability;
- Increasing residential density levels in line with compact growth and public transport accessibility;
- Accommodating a greater number of trips more efficiently by maximising connectivity by walking, cycling and public transport to major employment and education centres;
- Supplementing the public transport network with complementary facilities such as Park and Ride for the benefit of people accessing the City Centre from the surrounding rural areas;
- Prioritising active modes (walking and cycling) to improve health benefits; and
- Reducing the impact of transport on the environment through targeted measures to limit the negative impact of air and noise emissions.

CMATS 2040 Land Use Distribution



CMATS 2040 LAND USE

The NPF recognises the role that Cork and the other regional cites must play in providing a counter-weight to Dublin and has assigned a population growth forecast of 50-60% to each regional city.

This growth will be translated at a regional, metropolitan and local level through the production of the RSES, MASPs and the forthcoming Development Plans and Local Area Plans of both Cork City Council and Cork County Council.

The RSES for the Southern Region was adopted in January 2020. These provided population projections to the horizon year of 2031 for both Cork City and Suburbs (283,669) and the Rest of the Cork Metropolitan Area (125,157). In the absence of a definitive land use distribution for the CMA, assumptions have been made considering the NPF's National Strategic Objectives and the statutory Development Plans of both Cork City and County Councils.

Additionally, the Strategy's transport measures have been developed to be scalable, flexible and have adequate reserve capacity to allow for any changes in growth that may arise throughout the lifetime of the Strategy.

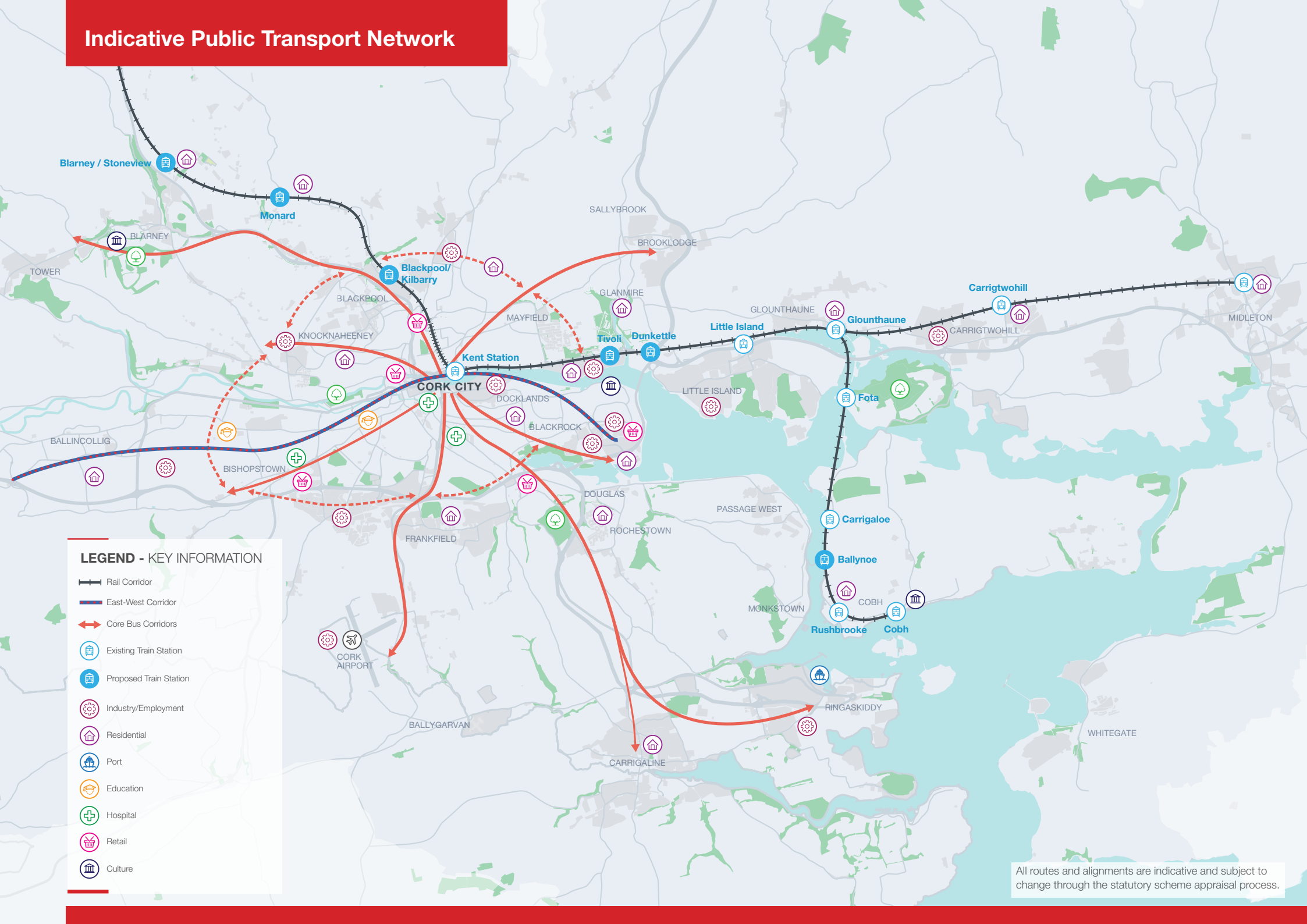
To support the compact growth aspiration of the NPF 2040, Cork City will become the focus for significant regeneration opportunities at brownfield locations.

In terms of employment and education, CMATS prioritises development along its identified high capacity public transport corridors.

Guided by the principles of the NPF, the following strategy development priorities for the distribution of land-use have been identified for the CMA:

- Ensure effective integration between transport and land-use through the delivery of Public Transport Orientated Development, which provides higher density, a balanced mixed of land uses and compact settlements that reduce trip distances and are of a magnitude that supports the viability of high capacity public transport;
- The density of future residential and employment developments such as the Tivoli Docks and existing, centrally located and accessible settlements will be increased. Higher densities contribute to a more compact urban footprint that bring more people closer to destinations and public transport services within easy walking and cycling distance;
- Deliver consolidated development in a manner that can avail of existing transport infrastructure, nearby amenities and facilities in the short term to deliver a critical mass of growth in population and employment which can support the transition and sequencing of investment to higher capacity public transport infrastructure and services;
- Land use policies that minimise the requirement to travel longer distances by encouraging mixed-use development. This should include ensuring areas are developed in tandem with the delivery of schools and other amenities to maximise the use of more sustainable modes of transport; and
- Land use policies that support the provision and design of new development in locations, layouts and at densities which prioritise walking and cycling and enable the efficient provision of public transport services.

Indicative Public Transport Network



LEGEND - KEY INFORMATION

- Rail Corridor
- East-West Corridor
- Core Bus Corridors
- Existing Train Station
- Proposed Train Station
- Industry/Employment
- Residential
- Port
- Education
- Hospital
- Retail
- Culture

All routes and alignments are indicative and subject to change through the statutory scheme appraisal process.

STRATEGY DEVELOPMENT & OUTCOMES

Accommodating the scale of projected growth within the CMA will mean increasing pressure on the existing transport network. This Strategy has been developed and assessed in the context of the following notional scenarios:

- A Business as Usual case that incorporates committed investment in the road network only;
- A second scenario that substantially increases Public Transport Investment; and
- A third scenario, building on the second, that represents the optimal outcome for Land-Use and Sustainable Transport Integration.

The likely outcomes of the third scenario are that the demand for car travel will reduce as people live closer to their to their places of work and study. Longer distance trips across the CMA will be undertaken, in greater numbers, by public transport and will be supported by linked cycling and walking infrastructure. The business case for continued investment in public transport infrastructure will be enhanced as patronage continues to grow.

The sustainable transport measures proposed in CMATS have been developed in line with Scenario 3, which aligns with the overarching national, regional and local policy objectives for sustainable transport provision in Ireland.

Cork Metropolitan Area Transport Strategy Methodology

WALKING

90m annual walking trips

63% increase in walking trips between **2011 and 2040**

250% increase in footfall on **St. Patrick's Street**

Additional **24,000** daily car trips potentially **transferable to walking**

>200km new and upgraded footpaths

Estimated **€50m** investment including elements of BusConnects

Enhanced **Wayfinding** System

140km of Greenways

69,000 walking trips made in the **AM peak period**

Age-Friendly Town Centres

Safer Routes to School

20 mins of activity a day reduces the risk of heart disease, type 2 diabetes and depresssion **by at least 20%**

Improved **accessibility** to public transport