



LIGHT RAIL

PASSENGERS



Carrying
46million
passengers
per annum



11,400
passengers per
direction per hour at
2 min headway

or



4,600
passengers per
direction per hour at
5 min headway

AM Peak Hour Passengers

Cork Light Rail 2040

Dublin Luas Green Line 2012

Dublin Luas Red Line 2012

0 1,000 2,000 3,000 4,000



JOURNEY TIMES AND DISTANCE



27mins
from Ballincollig
to St. Patrick's
Street



20mins
from Mahon Point
to St. Patrick's
Street



47mins
from Ballincollig
to Mahon
Point



BUS NETWORK & VEHICLES



25 stops
along the route.

Similar Light Rail vehicle to Dublin Luas fleet.



**17km Light
Rail Network**

between Ballincollig Cork City
Centre, Kent Station, Cork
Docklands and Mahon Point.



27 trams

required for **5 minute frequency**



CONNECTING CITY & SUBURB



Connecting with Cork Suburban
Rail Network at Kent Station, with
Cork Light Rail Network and providing
interchange between radial and
orbital bus services



>3,200

passengers interchange
to/from Light Rail in am
peak hour.



COST ESTIMATE



Strategy cost estimate
is approximately

€1bn



Light Rail Route Alignment

Proposed Light Rail - Washington Street



Kent Station Interchange

- Interchange with inter-urban and suburban rail
- New bridge from Kent Station to South Docklands

Provide access to City Centre

Support Future Development of Cork Docklands

Support Development and Expansion of tertiary education corridor

Support Future Development

Ballincollig

P&R

Support Future Development

Cork Science & Innovation Park

Cork Institute of Technology

Cork University Hospital

University College Cork

Patrick Street

Docklands

Mahon Point

Proposed Light Rail sharing with Greenway



LEGEND - KEY INFORMATION

Light Rail Transit (LRT)

LRT Stop

Park & Ride Station

Train Station



50km
of National Road
network
improvements



Dunkettle
Interchange Upgrade
completed by
2022



M28
Cork - Ringaskiddy
completion
2028



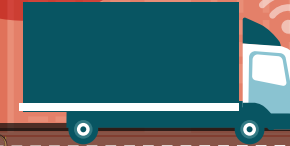
N27
Cork Airport
Dedicated public
transport corridor



Cork North
Ring Road
2035



N40
Demand
Management
to maintain
capacity



70km
of Regional Road
improvements



A new multi-modal
**Northern
& Southern
Distributor
Road**



HGV
restrictions
in Cork City



Regional & Distributor
Roads to provide a multi-modal function



City Centre
**Movement
Strategy**



Accessibility
improvements in
Cork Docks area



ITS & UTC
Intelligent Transport Systems
& Improvements to Urban
Traffic Control

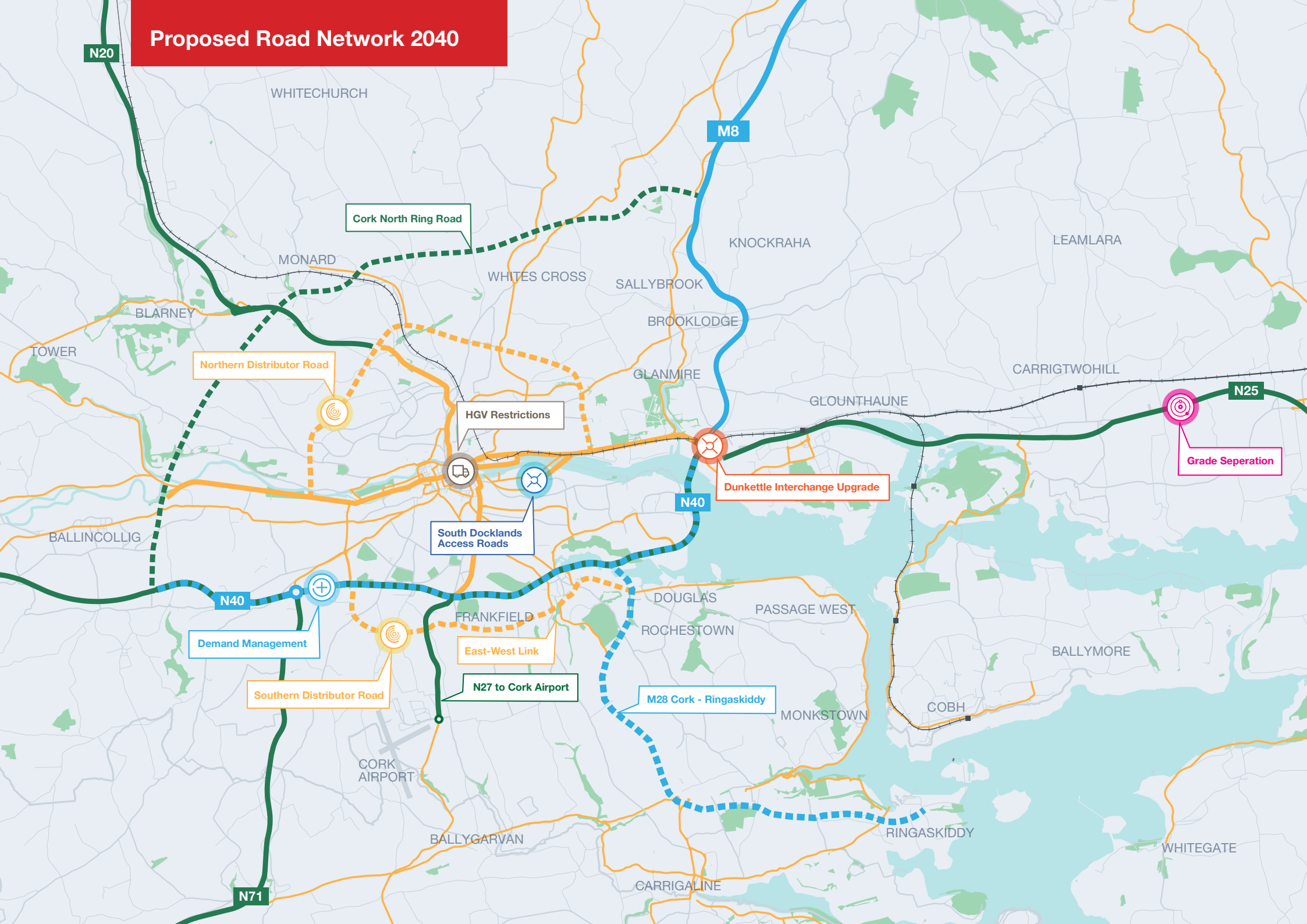


Strategy cost
estimate is
approximately
€1.39bn



Cork City Council Black Ash Park & Ride Comhairle Ca

Proposed Road Network 2040



Suburban Rail

The rail network provides direct and reliable access to Cork City Centre from a significant portion of its east and northern Metropolitan Cork catchment area. This Strategy proposes to maximise opportunities offered by the existing suburban rail network to support the travel needs across the CMA. Maximising the potential of the rail corridor will support better integration of land use planning and public transport.

A key element of this Strategy will be to enable through services at Kent Station. This will increase connectivity between the Mallow - Cork lines and the Midleton/ Cobh - Cork lines without the need to change platforms at Kent Station.

The availability of an existing passing platform at Kent Station means that this objective can be achieved relatively quickly within the short term. Future-proofing the ability of Kent Station and its environs to support significantly enhanced multi-modal accessibility will also be a key consideration.

The Strategy rail proposals include the development of 8 new rail stations, the creation of a suburban network between Midleton, Cobh and Mallow, the electrification of the suburban rail network and the provision of new rail fleet.

Light Rail

The development of an east-west rapid mass-transit corridor has been a long-term objective for the CMA articulated by the joint Cork Area Strategic Plan (CASP) and a number of statutory development plans and local area plans of both Cork City and County.

Following detailed analysis of projected travel demand within the CMA, this Strategy proposes that the East-West Transit Corridor is best served through the provision of a new Light Rail Transit (LRT) tram system. This analysis marks a departure from previous proposals for a lower capacity Bus Rapid Transit (BRT) system to reflect the more ambitious growth targets of the NPF and the requirement to future-proof such a route up to and beyond the 2040 horizon year.

The provision of an LRT system will be a focal point to enable the growth of population, employment, health and educational uses as envisaged by the NPF 2040. The LRT system will unlock strategic development opportunity and windfall sites in its catchment areas.

The route shown is indicative only, further feasibility work is required to examine alternatives indicative route. During the early years of the Strategy, it is intended to identify and protect an alignment for the scheme, allowing prioritising development consolidation along the corridor.

The over-arching objective of the LRT is to enable the Cork Metropolitan Area to consolidate land-use and transport along a high frequency, high-capacity public transport corridor. The early finalisation of the preferred route will provide greater certainty for future planning and development to pursue the higher densities required to meet NPF 2040 population and employment targets for Cork and the planned expansion of third level educational institutions.

Parking

The NPF 2040 has set out that, in general, there will be no car parking requirement for new development in or near the centres of the five cities, including Cork, and a significantly reduced requirement in the inner suburbs. There will also be a general reduction in on-street parking levels in city and town centres over the lifetime of the Strategy to accommodate a wide range of sustainable transport and place-making measures including bus priority, laybys, safer crossing facilities, seating, contra-flow cycle lanes, bicycle share schemes and cycle parking.

Cork has a high proportion of motorised trips that originate outside the City Centre and other strategic employment areas that contribute to local congestion, noise and air pollution. The Strategy seeks to reduce this through the provision of Park and Rides. Park and Rides are the provision of high capacity, car parking facilities at designated public transport interchanges to provide onward access to the City Centre and other key destinations via high frequency public transport, walking or cycling. Park and Rides as a component of the CMATS is a means of increasing the accessibility of the transport network to a population that might not otherwise have access by walking, cycling or bus transfer.

The strategic Park and Rides will be complemented by a number of smaller, local parking facilities known as 'Mobility Hubs (points)'. Mobility Hubs will contribute to significantly lower car parking standards than at present, will be served by public transport, walking and cycling routes and will provide a wider range of functions including waste collection points and consolidated delivery points.

Public Transport Interchange and Integration

The NDP aims to deliver a public transport network that will provide high-quality passenger interchange points, which facilitate convenient transfer between efficient and integrated public transport services.

Modern transport infrastructure must be accompanied by an efficient, integrated and appropriate network of transport services. Focusing specifically on public transport, that network needs to:

- Provide appropriate coverage of the region;
- Increase opportunities to transfer between modes and services;
- Provide fast and convenient access to major travel destinations throughout the region;
- Be easily understood to both local and visiting passengers;
- Deliver reliable and predictable journey times;
- Charge simple, affordable fares which enable transfers between services without unnecessary penalty;
- Provide easy-to-use cashless payment systems, where feasible;
- Be accompanied by comprehensive information, both during and prior to the journey; and
- Provide comfortable and convenient journeys to the maximum amount of people.



Roads

The CMA has an extensive network of national, regional and local roads and streets. The road network includes not only the carriageway itself but other highway infrastructure including bridges, the Jack Lynch Tunnel, footpaths, signposting, markings, traffic signals and sophisticated traffic management systems. The street network, particularly within Cork's urban areas, are public spaces in their own right, providing a focus for economic, social and cultural activity.

The first priority for road investment in the Strategy will be to maintain, renew, manage and operate the existing road infrastructure in a more efficient manner. Other priorities reflect a need to provide multi-modal travel particularly on new roads within urban areas, increasing the liveability and place-making functions of the urban street network and manage the network to discourage through traffic in built-up areas.

The Strategy will seek to deliver on strategic development priorities for the distribution of a more compact settlement pattern based on ensuring effective integration between transport and land-use through the delivery of Public Transport Orientated Development (PTOD). PTOD will provide a sustainable economic, environmental and social case for reliable public transport services, high-quality walking and cycling routes that are permeable, safe and attractive and a people-centre public realm. This represents a marked departure from previous forms of transport planning in recent decades, where the provision of new road capacity for the private car was paramount.

CMATS proposes a limited number of new road-based projects required to facilitate the sustainable movement of people, goods and services, and to complement public transport, walking, cycling and traffic management objectives.

This includes a new east-west link on the northern side of Cork City in the short-medium term required to facilitate orbital bus and active travel movements and to reduce travel through the City Centre and N40 South Ring Road by HGVs and private vehicles.

Freight, Delivery and Servicing

To meet NPF 2040 projections for Cork, construction of new homes, offices, social infrastructure and places of education will lead to an increase in HGV and lorry movements. Ireland is an export-led economy, and that is reflected in increased demand for the development of improved access routes to the Port of Cork - particularly considering Brexit. While presenting challenges in terms of increased trips, safety, congestion, air and noise pollution, the clustering of activities allied to an improvement in the strategic transport infrastructure offers the possibility of innovative approaches to mitigate the negative impacts of freight activity in Cork.

Over-arching objectives for the management of freight movement include:

- Re-directing the through movement of freight from densely populated areas and unsuitable local roads to the strategic road network;
- Examining the feasibility of consolidation centres and break-bulk facilities outside of the National road network in the medium term, to facilitate smaller vehicles delivering to the City Centre;
- Examine the potential for rail freight movement;
- Requiring area-based construction, and delivery and servicing plans as part of new development with a view to consolidating deliveries where practical;
- Re-timing freight trips to out-of-hours wherever practicable; and
- Ensuring that delivery, servicing and waste management trips are made as green and quiet as possible through the use of zero or low emission vehicles where appropriate.

Supporting Measures

A key principle for CMATS is to reduce dependency on the private car within the CMA while increasing the attractiveness of sustainable transport options. Another fundamental principle of the Strategy is to support the future growth of the CMA through the provision of an efficient transport network. Supporting measures have an important role to play in providing a future transport network that matches up to these principles. The full benefits of the significant investment that will be delivered under CMATS cannot be achieved through the provision of infrastructure alone and must be combined with the implementation of measures that support best use of that infrastructure.

The Strategy's supporting measures will be essential to the creation of physical, social and cultural environments where walking, cycling and public transport are attractive, practical and logical alternatives to the private car. It will take a wide range of supportive initiatives to:

- Create communities that support sustainable transport;
- Improve public awareness and educate users on available options to help them make the best choices;
- Prioritise sustainable transportation options; and
- Improve end-to-end trip facilities and integration.

Other measures include the implementation of Local Transport Plans, urban design and place-making schemes, behavioural change programmes, and embracing technology for sustainable transport.

Implementation

The overall cost of the Strategy is approximately €3.5 billion (2018 prices), and its delivery will be subject to the availability of funding. It is acknowledged that each of the major elements of CMATS will require an individual appraisal based on its own merits, in terms of feasibility, design, planning, approval and funding.

A phased implementation plan has been developed that incrementally builds the transport infrastructure, services and investment over time to align with the continued growth of the CMA. CMATS however is intended to be scalable, flexible and future-proofed enough to meet changes in population and employment growth. Any changes in the proposed land use distribution however, must be consistent with the principle of Public Transit Oriented Development (PTOD) CMATS is a live document, subject to periodic review (every 5 years).

The challenge of implementation will now be addressed by the Cork City Council and Cork County Council, working in collaboration with the National Transport Authority, Transport Infrastructure Ireland and other key stakeholders, to deliver on the necessary land use consolidation, securing capital investment under the NDP and the implementation of CMATS' transport infrastructure, supporting measures and demand management measures, to enable the full benefits of CMATS to be achieved.

Strategy Outcomes

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) will result in several positive social, economic and environmental outcomes. It will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the NPF 2040.

The Strategy is heavily predicated on sustainable transport investment and provision. The Light Rail Transit system is envisaged to serve 32% of the CMA's population and 60% of its jobs by 2040. The suburban rail network will serve almost 20% of its population and 30% of its jobs.

BusConnects is the work-horse of the public transport system carrying 85m passengers per annum.

The combined network will provide seamless interchange between bus, rail, light rail and Park and Ride services. Walking and cycling will play a significant role for shorter trips through the delivery of significantly enhanced walking and cycling networks and supporting public realm improvements.

Overall, it is considered that the Strategy will enable the CMA to grow in a successful and sustainable manner, delivering an efficient, reliable and effective transport system to underpin its ambitious growth targets. This will in turn increase the liveability and attractiveness of the CMA as a region to live, work, visit, play and invest in.

Environmental Protection and Management

In implementing this Strategy, the Authority will cumulatively contribute towards - in collaboration with other stakeholders - the achievement of the objectives of the regulatory framework for environmental protection and management, including compliance with EU Directives such as the Habitats Directive (92/43/EEC, as amended), the Birds Directive (2009/147/EC), the Environmental Impact Assessment Directive (2011/92/EU, as amended by 2014/52/EC) and the Strategic Environmental Assessment Directive (2001/42/EC) and all relevant transposing regulations.

The Strategy will be implemented in line with the mitigation measures outlined in the SEA Environmental Report.

A phased implementation plan has been developed that incrementally builds the transport infrastructure, services and investment over time to align with the continued growth of the CMA.

	SHORT TERM	MEDIUM TERM	LONG TERM
Timeframe	UP TO 2026	UP TO 2031	UP TO 2040
Cork Suburban Rail Network			
Through Running at Kent Station			
Increase service frequency to 3tph from Midleton and Cobh			
Kent Station Platform Improvements			
Bypass loops at new stations on line north of Kent Station			
Mallow platform improvements			
Cobh platform improvements			
New Rail Stations (as required by land use development)			
Dual Track to Midleton			
Increase service frequency to 6tph from Midleton and Cobh			
Electrification			
Purchase of Rolling Stock			
Light Rail			
Route Alignment Reservation and Interim Bus route			
Interim Bus Service O&M			
Planning and Design of LRT			
Construction and Implementation of LRT			
Bus			
Bus Network Implementation			
Park & Ride			
New Park & Ride Sites			
Cycling			
Primary Network			
Secondary Network			
Feeder Network			
Inter Urban			
Greenways			
Walking			
Footpaths and Walking Provision			
Road Network			
North & Southern Distributor Roads Appraisal			
Delivery of both NDR & SDR			
Appraisal of Northern Ring Road (NRR)			
Delivery of NRR			
Dunkettle Interchange			
M28 Cork to Ringaskiddy Motorway			
M20 Cork to Limerick			
Delivery of Cork Distributor Roads			
N27			
N40 Demand Management			
Docklands and Tivoli Road Network and Bridges			
Regional Roads			
Operation and Maintenance			
Parking Management			
Integration & ITS			