

# CORK METROPOLITAN AREA

TRANSPORT STRATEGY 2040



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Chetwynd Viaduct Photograph  
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# **CORK METROPOLITAN AREA**

TRANSPORT STRATEGY 2040

This Strategy 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 National Planning Framework 2040.

# 00 CONTENTS

<b>01</b>	Introduction	3
<b>02</b>	Policy Context	9
<b>03</b>	Existing Transport Context	17
<b>04</b>	CMATS 2040 Land Use	23
<b>05</b>	Strategy Development and Outcomes	29
<b>06</b>	Walking	39
<b>07</b>	Cycling	47
<b>08</b>	BusConnects	55
<b>09</b>	Suburban Rail	63
<b>10</b>	Light Rail	69
<b>11</b>	Parking	75
<b>12</b>	Public Transport Interchange and Integration	79
<b>13</b>	Roads	83
<b>14</b>	Freight, Delivery and Servicing	95
<b>15</b>	Supporting Measures	99
<b>16</b>	Implementation	105
<b>17</b>	Environmental Protection and Management'	111
<b>18</b>	Strategy Outcomes	115
<b>19</b>	Public Consultation	121





# 01 INTRODUCTION

Cork already performs well as a major urban centre in Ireland and **the City has positioned itself as an emerging medium-sized European centre of growth and innovation.** Building on this potential is critical to further enhancing Ireland's metropolitan profile.

National Planning Framework 2040

The Cork Metropolitan Area (CMA) is in the midst of an exciting phase of its development. The recently-published National Planning Framework (NPF) 2040 envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population in the period up to 2040.

This projected population and associated economic growth will result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully to safeguard and enhance Cork's attractiveness to live, work, visit and invest in.

There is limited capacity within the existing CMA transport network to cater for additional motor traffic and what capacity is there will need to be allocated more efficiently. Land use and transport planning will need to be far more closely aligned to reduce the need to travel by car and support the functioning of a sustainable, integrated transport system.

The projected growth and increased demand for travel also intensifies Ireland's current decarbonisation challenge, as transport accounts for approximately 20% of the country's greenhouse gases. CMATS is aligned with the Climate Action Plan 2019 and is committed to facilitating a shift toward sustainable and active modes.

To address these challenges, the Cork Metropolitan Area Transport Strategy (CMATS) 2040 (the "Strategy") has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area. It sets out a framework for the planning and delivery of transport infrastructure and services to support the CMA's development in the period up to 2040.

The Strategy takes its lead at national level from the National Planning Framework 2040 and the National Development Plan 2018-2027 and builds upon previous transport studies including Cork City Centre Movement Strategy, Cork Area Strategic Plan (CASP) and the Cork Metropolitan Cycle Network Plan.

The Strategy will provide a coherent transport planning policy framework and implementation plan around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing and water can align their investment priorities.

CMATS will inform the development of regional and local planning, and associated investment frameworks.

## Next Steps



Prepare CMATS  
Implementation  
Plan



Planning & Design of  
Proposed  
Measures



Secure Funding for  
Proposed  
Measures



Implementation of  
CMATS

A number of characteristics of the CMA result in problems and inefficiencies with respect to the movement of people and goods.

It will align with the the Southern Assembly's Regional Spatial and Economic Strategy (RSES), the statutory Cork Metropolitan Area Strategic Plan (MASP) and the statutory Development Plans of both Cork City Council and Cork County Council.

This document outlines the development of the Strategy, its underpinning analysis and development, guiding principles and proposed measures.

Supporting technical documents have also been prepared to document the work undertaken in developing CMATS, including transport demand analysis, transport option development, transport modelling and transport networks appraisal.

**The complete set of background reports comprise the following:**

- Baseline Conditions Report;
- Planning Datasheet Development Report;
- Demand Analysis Report;
- Transport Modelling Report;
- Transport Options Development Report;
- Supporting Measures Report;
- Regional Spatial and Economic Strategy (RSES) Addendum Report
- Public Consultation Report;
- Strategic Environmental Assessment (SEA); and
- Appropriate Assessment (AA).

The Strategy is considered to be flexible with the ability to scale up public transport capacity and frequencies as necessary to meet changes in population and employment growth along CMATS agreed transport corridors.

CMATS is considered to be a 'live' document and will be subject to a periodic review process (typically 5 years) over the lifetime of the Strategy.

**Current Challenges**

There are a number of challenges across the wider Cork Metropolitan Area that were considered in preparing this Strategy. These are set out in the following sections:

**Land Use and Physical Constraints**

- Cork is projected to be the fastest growing Metropolitan Area in the State. The substantial increase in population, employment and educational use will lead to a subsequent increase in demand for travel;
- A legacy of dispersed patterns of residential, employment and retail development, particularly outside of the central city area;
- A unique and challenging geography characterised by steep topography and waterways;
- The general unsuitability of the road network - particularly within the medieval city core and arterial routes - to accommodate relatively high volumes of peak time vehicular traffic;

- Cork City's pivotal role as the major regional centre for employment, education, retail and leisure for a large geographical area leading to a significant number of long distance trips made primarily by car;
- Many competing demands for scarce road and kerbside space for different road users;
- Some high capacity roads within Cork City such as the N22, N27 and N40, that cause community severance and hinder pedestrian and cyclist movement; and
- A lack of a strategic orbital corridor to the north of the city resulting in strategic traffic and HGV movement from the N20 routing through the city adding to congestion, noise and pollution.

**Travel Behaviour**

- An over-reliance on the private car for relatively short trips;
- Relatively low mode share of cycling and limited (though improving) dedicated cycle infrastructure;
- Low walking mode share outside of the current City Council administrative area;
- A high level of car use for the school run, suppressing the use of public transport, walking and cycling and contributing to car-based congestion during the morning and afternoon inter-peak periods;
- Low level of parking control through, for example, controlled parking zones, leading to commuter parking in residential areas; and
- Complex one-way systems creating high speed environments.







### Public Transport Provision

- A largely bus based local public transport network with a limited number of high frequency services (i.e. headways of 15 minutes or better);
- Long journey times and delays on the current bus network negatively impacting passengers and operating costs;
- Split inbound and outbound bus routes, and longer journey distances created by one-way systems;
- Inadequate level of Real Time Information (RTI) and bus shelters outside of the city centre;
- Unprotected and unmarked bus set-down areas frequently occupied by parked cars, forcing passengers to board and alight in the carriageway;
- A suburban rail service serving some of the larger East Cork settlements but a disconnection between the location of stations relative to the town centres that they serve;

- Constraints on the rail network that limit frequency and capacity at Kent station; and
- Overprovision of car parking (including the continued use of minimum standards in some cases) undermining the viability and attractiveness of public transport.

### Congestion and Economy

- Concerns that on-going congestion will inhibit the ability of the CMA to attract further inward investment;
- Concern from major employers that public transport provision is insufficient to cater for an increasingly millennial and car-free workforce;
- Traffic congestion and delays at key locations on the national road network during peak periods, such as the Dunkettle Interchange (junction of the N8, M8, N25 and N40) and on sections of the N40;

- Over-provision of junctions along the N40 resulting in motorists using the strategic road network for local trips and a lack of alternative orbital routes or public transport options for movement along this corridor; and
- A need to facilitate the movement of goods on the strategic road network and to maintain efficient access to key locations including the Port of Cork and the National Road network.

### Public Health and Deprivation

- Concerns over rising levels of physical inactivity and childhood obesity;
- A recognition of the need to incorporate more active travel and incidental exercise into our transport system through the re-shaping of our public realm and transport choices;
- Rising concerns over the impact of transport on local air quality and subsequently people's health; and

- A need to provide equitable transport accessibility to essential services, education and employment to help reduce deprivation.

### Vision and Principles

CMATS will deliver an integrated transport network that addresses the needs of all modes of transport, offering better transport choices, resulting in better overall network performance and providing capacity to meet travel demand and support economic growth.

To achieve this vision, the guiding principles upon which CMATS is based is depicted in the graphic below.

### Planning Frameworks

CMATS will be incorporated and aligned with relevant future policy, strategies and implementation plans.

This Strategy 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 National Planning Framework 2040.

These include the National Planning Framework 2040, the National Development Plan 2018-2027, the Southern Assembly's RSES and the statutory Cork MASP, Development Plans for both Cork City Council and Cork County Council and Local Area Plans issued by both local authorities. Further detail on the relationship between CMATS and these Plans are discussed in Chapters 2 and 4.

### Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA)

The preparation of CMATS is subject to Strategic Environmental Assessment (SEA). Article 1 of SEA Directive (2001/42/EC) states that the “objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and

programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment”.

Appropriate Assessment (AA) is a requirement of the European Union (EU) Habitats Directive (92/43/EEC) – on the conservation of natural habitats and wild flora and fauna – as transposed into Irish law through the European Communities (Birds and Natural Habitats) Regulations 2011, which consolidates the European Communities (Natural Habitats) regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010. Both the SEA and AA reports have been developed in parallel with CMATS and should be read and considered in parallel with this Strategy.

### SEA

An SEA is required to be undertaken on the transport plan as it contributes towards the framework for future development consent of projects listed in Annexes I and II of Directive 2011/92/EU, as amended by 2014/52/EC. The provisions of the Strategy have been evaluated for potential significant effects, and measures have been integrated into the Strategy on foot of SEA recommendations in order to ensure that potential adverse effects are mitigated. The environmental topics (including interrelationships) which are considered by the SEA are as follows:

- Air and Climatic Factors;
- Population and Human Health;
- Biodiversity, Flora and Fauna;
- Material Assets;
- Soil;
- Water;
- Cultural Heritage; and
- Landscape.

To achieve this vision the guiding principles upon which CMATS is based are:



#### Principle 01

To support the future growth of the CMA through the provision of an efficient and safe transport network.



#### Principle 02

To prioritise sustainable and active travel and reduce car dependency within the CMA.



#### Principle 03

To provide a high level of public transport connectivity to key destinations within high demand corridors.



#### Principle 04

To identify and protect key strategic routes for the movement of freight and services including the provision of a high level of freight access to the Port of Cork.



#### Principle 05

To enhance the public realm through traffic management and transport interventions.



#### Principle 06

To increase public transport capacity and frequencies where needed to achieve the strategy outcomes.

The SEA Report, which should be read and considered in parallel with the Strategy sets out the findings of the assessment under headings including the following:

- Relevant aspects of the current state of the Environment;
- Evaluation of Alternatives;
- Evaluation of Strategy Provisions;
- Mitigation Measures; and
- Monitoring Programme.

The overall findings of the SEA are that:

- All of the recommendations arising from the SEA process have been incorporated into the Strategy;
- The Strategy facilitates a mode shift away from the private car to public transport, walking and cycling and associated positive effects, including those relating to:
  - Contributions towards reductions in greenhouse gas emissions and associated achievement of legally binding targets
  - Contributions towards reductions in emissions to air and associated achievement of air quality objectives, thereby contributing towards improvement or air quality and protection of human health;
  - Contributions towards reductions in consumption of non-renewable energy sources and achievement of legally binding renewable energy targets;
  - Energy security;
  - Enhancing the public realm;
- Certain Strategy provisions would be likely to result in significant positive effects upon environmental management and protection; and

- Certain Strategy provisions would have the potential to result in significant negative environmental effects upon the environment. The integration of detailed mitigation into the Strategy has ensured that these effects are mitigated.

The SEA identifies that implementation of the Strategy will contribute towards efforts to achieve a number of the 17 Sustainable Development Goals of the 2030 Agenda for Sustainable Development, which were adopted by world leaders in 2015 at a United Nations Summit and came into force in 2016.

#### Sustainable Development Goals including:

- Goal 3. Ensure healthy lives and promote well-being for all at all ages;
- Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;
- Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation;
- Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable;
- Goal 12. Ensure sustainable consumption and production patterns;
- Goal 13. Take urgent action to combat climate change and its impacts;
- Goal 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development;
- Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

### Cork Metropolitan Area Transport Strategy Methodology



#### AA

The AA concludes that it is considered that the Strategy will not have a significant adverse effect on the integrity of the Natura 2000 network of sites<sup>1</sup>.

The details of the approach to the AA and the findings are set out in the AA Natura Impact Report that accompanies the Strategy. In a similar manner to the Environmental Report of the SEA, this separate document should be read and considered in parallel with the Strategy.

<sup>1</sup> Except as provided for in Article 6 (4) of the Habitats Directive, viz. There must be:

- No alternative solution available;
- Imperative reasons of overriding public interest for the plan / programme / strategy / project etc. to proceed; and
- Adequate compensatory measures in place.







## **02 POLICY CONTEXT**

The World is changing and Ireland is changing too.  
**The best way for our country to address the changes that we will continue to face, is to plan for that change.**

National Planning Framework 2040

This chapter sets out the prevailing national and regional policies which inform and interact with CMATS. These include those directly related to transport, climate change and land use planning.

### Planning and Policy

CMATS is a Regional Level plan and is directly informed by National Level (Tier-1) policies. The most important and recent of these national planning policy documents are the NPF 2040 and the NDP 2018-2027 both of which were published in February 2018.

The NPF 2040 sets out Ireland's planning policy direction for the next 22 years and the NDP sets out the investment priorities that will underpin the successful implementation of NPF 2040 in the short to medium term, up to 2027.

Other important national level policies which have informed CMATS include:

- Planning Land Use and Transport - Outlook 2040 (PLUTO)
- Smarter Travel;
- Design Manual for Urban Roads and Streets; and
- Climate Action Plan.

A detailed review of planning and policy documents relevant to CMATS is contained within the supporting CMATS Baseline Conditions Report. A synopsis of some of the key documents follows overleaf.

### National Level

#### National Planning Framework 2040

The NPF 2040 document was published in February 2018 and sets out Ireland's planning policy direction for the next 22 years. Cork is projected to grow significantly with at least an additional 125,000 people by 2040 to support a minimum population of 315,000 within the City and Suburbs alone. Some of the key transport growth enablers relevant to the development of the Strategy include:

- Delivery of large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands (City Docks and Tivoli);
- Progressing sustainable development of new greenfield areas for housing on public transport corridors;
- Intensifying development in inner-city and inner suburban areas;
- Development of an new Cork Science and Innovation Park to the west of the city accessible by public transport;
- Development of enhanced city-wide public transport system to incorporate proposals for an east-west corridor from Mahon, through the City Centre to Ballincollig and a north-south corridor with a link to the Airport;
- M8/N25/N40 Dunkettle Junction upgrade and improved Ringaskiddy Port access;
- Enhanced regional connectivity through improved average journey times by road;

- Improved traffic flow around the City, which, subject to assessment, could include upgrades of the N40, and/or alternatives which may include enhanced public transport; and
- Improved rail journey times to Dublin and consideration of improved onward direct network connections.

This Strategy has been developed in line with the core principles set out in the NPF 2040.

### National Development Plan 2018-2027

The National Development Plan (NDP) sets out a ten year investment plan to underpin the NPF's ten National Strategic Outcomes (NSOs). The key NSOs that have informed the development of CMATS are summarised as follows:

- **NSO 1 - Compact Growth**
  - Urban Regeneration and Development Fund - the Cork Docklands is included as an example project with potential to receive support; and
  - Establishment of a National Regeneration and Development Agency.
- **NSO 2 - Enhanced Regional Accessibility Road Network**
  - Establish the Atlantic Corridor road network linking Cork, Limerick, Galway and Sligo;
  - Improving average journey times targeting an average inter-urban speed of 90kph;

- M20 Cork to Limerick motorway including consideration of a complementary scheme - the Cork North Ring Road - linking the N20 to Dunkettle; and
- M28 Cork to Ringaskiddy Road.
- **NSO 3 - Public Transport**
  - A feasibility study of high speed rail between Dublin Belfast, Dublin Limerick Junction/Cork by 2019; and
  - Complete construction of the National Train Control Centre.
- **NSO 4 - Sustainable Mobility**
  - A commitment to implement BusConnects for Cork;
  - Delivery of comprehensive walking and cycling network; and
  - Smarter Travel projects.
- **NSO 5 - A Strong Economy, supported by Enterprise, Innovation and Skills**
  - Upgrading of the Tyndall National Institute in Cork;
  - University College Cork; New business school, student accommodation, Innovation Park and new dental hospital; and
  - Major Infrastructure project at CIT delivered through PPP.
- **NSO 6 - High-Quality International Connectivity**
  - Continued investment in Cork Airport; and
  - The consolidation of Port of Cork facilities at Ringaskiddy and redevelopment of existing port facilities at Ringaskiddy to accommodate larger sea-going vessels and increase capacity.

▪ **NSO 7 - Enhanced Amenity and Heritage**

- Education, health and cultural infrastructure;
- Capital investment at UCC including new Business school, Innovation Park, new dental hospital, expansion of the Tyndall National Institute and student accommodation;
- Investment in the Crawford Art Gallery; and
- Cork Event Centre.

▪ **NSO 8 - Transition to a Low-Carbon and Climate-Resilient Society**

- Expansion of electric vehicle charging points;
- Transition to low emission, including electric buses, for the urban public bus fleet with no diesel-only buses purchased from 1 July 2019;
- BusConnects for Cork; and
- Sustainable travel measures, including comprehensive Cycling and Walking Networks for metropolitan areas of Ireland's cities, and expanded Greenways.

▪ **NSO 10 - Access to Quality Childcare, Education and Health Services**

- A new acute hospital in Cork; and
- A new dedicated ambulatory elective-only hospital in Cork to tackle waiting lists and provide access to diagnostic services.

**National Mitigation Plan**

The first National Mitigation Plan represents an initial step to set Ireland on a pathway to achieve the level of decarbonisation required to reduce greenhouse gas emissions in line with our international commitments under the Paris Agreement as well as to meet our more immediate EU obligations.

Decarbonising Transport is a key tenet of the Plan. The Plan sets out the various measures already in place to contain the level of emissions associated with the transport sector and identifies a range of potential additional measures that can help to intensify mitigation efforts within the sector. Some key measures related to CMATS include:

- T1 Public Transport Investment;
- T2 Smarter Travel Initiative;
- T8 Review of Public Transport;
- T9 Review of Active Travel Policy;
- T10 National Intelligent Transport Systems (ITS) Strategy;
- T16 Further Public Transport Investment;
- T17 Supports and Incentives to Modal Shift;
- T23 National Policy on Parking.

The latter measure suggests reducing parking limits in urban centres to free up space for pedestrians, cyclists and public transportation and should be considered in tandem with policies on 'out-of-town' parking.

The Cork City network, operated by Bus Éireann, offers reasonably extensive coverage of the City. **The majority of city bus services operate cross city and radially from the City Centre with some orbital routes catering for inter-suburban trips.**

### Climate Action Plan

The Government published the Climate Action Plan in June 2019 in response to the need for Ireland to achieve its 2030 targets for carbon emissions and create a pathway towards achieving a net zero emissions by 2050. The accelerating impact of greenhouse gases emissions on climate disruption must be arrested.

Some of the key objectives relevant to CMATS include:

- Successful execution of the NPF designed to promote compact, connected and sustainable living;
- Make growth less transport intensive by closer alignment between land use and transport planning, flexible working habits and modal shift to public transport;
- Expansion of walking, cycling and public transport to promote modal shift;
- Accelerating steps to decarbonise the public transport fleet;
- Giving Local Authorities more discretion in designating low emission zones; and
- Developing a strategy for the heavy freight sector.

### Spatial Planning and National Roads (2012)

The Spatial Planning and National Roads guidelines sets out planning policy considerations relating to development affecting National Primary and National Secondary Roads, including motorways and associated junctions.

The document recognises the critical role that a world class road network plays in the State's social, economic and environmental development but also warns against repeating the land use planning mistakes of the past. The key quotes and principles relevant to the development of the road network in CMATS are reprised below.

"National roads play a key role within Ireland's overall transport system and in the country's economic, social and physical development.

The primary purpose of the national road network is to provide strategic transport links between the main centres of population and employment, including key international gateways such as the main ports and airports, and to provide access between all regions". However, in recent years, increasing population and car ownership rates, changes in lifestyle and employment, and improvements in the quality of the road network have also contributed to the unsustainable outward expansion of urban areas, and retail and employment centres.

These dispersed, car dependent forms of development are uneconomic, lead to increases in trip distance and make it difficult to develop attractive public transport, cycling and walking networks while also having serious implications for the viability and sustainability of town and city centres. **Government policy no longer proposes to cater for the type of unlimited road traffic growth driven by the scenario outlined above.**

### Design Manual for Urban Roads and Streets 2013

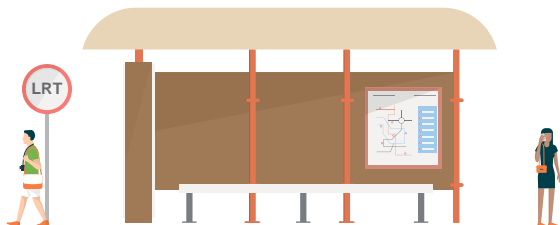
The Design Manual for Urban Roads and Streets (DMURS) sets out the manner in which roads and streets in urban and suburban areas should be designed to prioritise the needs of pedestrians, cyclists and public transport users and reduces the dominance of the private car. The plans and proposals outlined in CMATS are consistent with the goals and overarching objectives of DMURS.

Key principles applied in the context of CMATS include the following:

- More emphasis on the place function of streets and roads in Cork City, suburban areas and Metropolitan Town Centres;
- Greater consideration of the pedestrian environment including footway widths and crossing facilities;
- Emphasis on filtered permeability and connections for pedestrians and cyclists, especially to places of employment, education and public transport stops; and
- Distributor road layouts and requirements.

### Smarter Travel – A Sustainable Future

Smarter Travel sets clear targets which have informed the preparation of CMATS. The Government sets its vision for sustainability in transport and sets out five key goals: (i) to reduce overall travel demand, (ii) to maximise the efficiency of the transport network, (iii) to reduce reliance on fossil fuels, (iv) to reduce transport emissions and (v) to improve accessibility to transport. In particular, it sets a goal that walking, cycling and public transport will make up 55% of total commuter journeys to work in the State.



In order to facilitate this shift, and to cater for additional trips by walking, cycling and public transport, the Strategy proposes a comprehensive public transport network and service structure, as well increasing the role of cycling and walking as feasible alternatives for many trips.

### **Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities**

This document represents an update on the earlier design standards guidelines issued in 2015. The updated standards contain a number of transport-related issues relevant to the development of CMATS including the following:

- A default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such as rail and bus stations located in close proximity. Typically, these locations are within 15 minutes walking of city centres or within 10 minutes walking distance of commuter rail or bus stops or within 5 minutes walking distance of high frequency bus services;

- A significant uptake in the quantity and quality of cycle parking provision in relation to the location, quantity, design and management of bicycle storage areas;
- A reduced overall parking standard and application of a maximum car parking standard for housing schemes with more than 45 dwellings per hectare net in suburban/urban locations served by public transport or close to town centres or employment areas; and
- A requirement that cycling is fully integrated into the design and operation of all new apartment schemes.

### **Regional Level Guidance**

At a regional level, the NPF 2040 recommends the development of RSESs and MASPs. The RSESs are to ensure better co-ordination in planning and development policy matters across local authority boundaries. As part of the RSES process, MASPs are required to provide more specific focus on city and metropolitan issues. Further detail on the RSES and MASP process is provided below.

### **Regional Spatial & Economic Strategies (RSES)**

The Cork Metropolitan Area (CMA) lies within the Southern Regional Assembly. The Southern Regional Assembly established on 1st January 2015, is one of three Assemblies in Ireland along with the Northern and Western, and the Eastern and Midland Regional Assemblies.

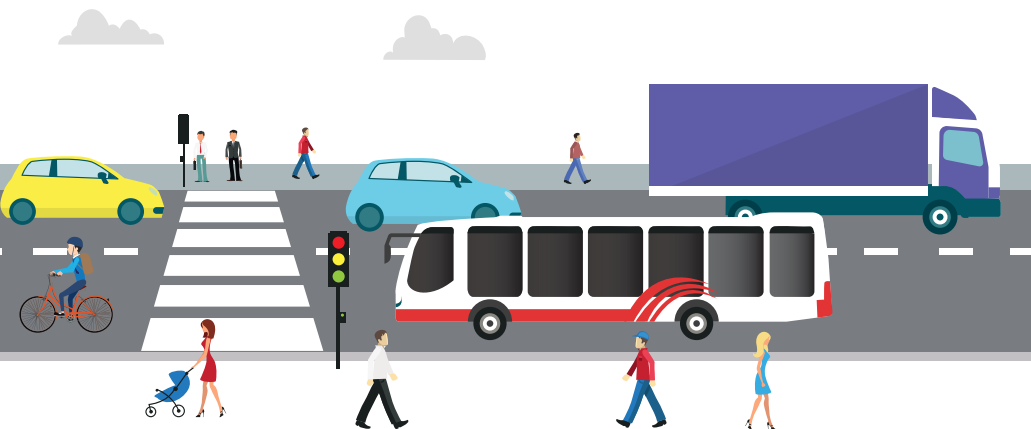
The three new Assemblies incorporate the functions of both the former regional authorities and assemblies, with significant enhancement of some powers, particularly in relation to spatial planning and economic development. The Assemblies are charged with preparing new RSESs for their regions.

The RSES is a link between the NPF, the City and County Development Plans and the Local Economic and Community Plans. Through this process the Assemblies are centrally involved in the formulation of policies geared towards achieving a greater dispersal of economic growth and development throughout the region.

The NPF stipulates that as part of the RSES process, Metropolitan Area Spatial Plans (MASPs) will be prepared for the five cities of Dublin, Cork, Limerick, Galway and Waterford and their metropolitan areas. In line with the RSESs, the MASPs will be provided with statutory underpinning to act as 12-year strategic planning and investment frameworks for the city metropolitan areas, addressing high-level and long-term strategic development issues. The proposals outlined in CMATS informed the draft Cork MASP.

CMATS in combination with the RSES and CMASP provides the building blocks for regional planning in the Cork area, which is also informed by the national policy objectives contained within the NPF 2040 and the NDP.

The draft RSES and Cork MASP was available for public consultation from December 2018 to March 2019. The finalised Strategy will be available in early 2020.





### Local Level Guidance

The third tier in the planning and policy hierarchy is local planning, which involves the planning framework for the implementation of national and regional guidance at the local level. These local level policies include the Cork City and Cork County Development Plans, the Cork Noise Action Plan, the Cork Cycle Network Plan and the Cork City Centre Movement Strategy. The current development plans are summarised below. CMATS will inform the future update of Cork City and County development plans. The current development plans are summarised below.

#### Cork City Development Plan 2015-2021

Cork City Development Plan sets out the development framework for the city of Cork to 2021. The focus of the plan is to grow the city's residential and employment population. The Core Strategy sets out a population target of 150,000 and an employment target of 85,577 jobs by 2022. This would represent an increase of 25.8% and 22.3% respectively on the Census 2011 figures.

The Plan focuses on improving the quality of life of its inhabitants and is cognisant of climate change and the environmental impacts of development. The Development Plan also seeks to promote more sustainable modes of travel within the city, noting the importance of aligning land use and transportation.

The Development Plan sets out a vision for Cork City as a successful, sustainable regional capital with a high quality of life for its citizens and a robust local economy with a network of attractive neighbourhoods served by good quality transport and amenities.

This vision for Cork City will be achieved through the realisation of the following strategic goals:

- Increase population and households to create a compact sustainable city;
- Achieve a higher quality of life, promote social inclusion and make the city an attractive and healthy place to live, work, visit and invest in;
- Support the revitalisation of the city's economy;
- Promote sustainable modes of transport and integration of land use and transportation;
- Maintain and capitalise on Cork's unique form and character;
- Tackle climate change through reducing energy usage, reducing emissions, adapt to climate change and mitigate against flood risk; and
- Protect and expand the green infrastructure of the city.

#### Cork County Development Plan 2014-2020

This Development Plan sets out an overall strategy for the appropriate planning and sustainable development of Cork County over a 6-year period.

The objective of the Plan is to make Cork a more competitive and sustainable county through the delivery of an efficient transport system whilst encouraging balanced investment and more energy efficient sustainable modes of public and private transport. The County Development Plan provides for an enhanced public transport network linking the large Metropolitan towns.

The Core Strategy outlines strategic priorities for the Cork Metropolitan area to ensure it can fulfil its strategic function as a driver for growth in the South West Region.

These priorities include the following:

- Promote Metropolitan Cork development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City;
- Assist in the redevelopment of the Cork City Docklands by providing for the relocation and development of industrial uses and major port facilities, primarily at Ringaskiddy;
- Recognise the long-term importance of Cork International Airport and to maintain and enhance the infrastructure and other resources likely to be required for its future development;
- Provide an enhanced public transport network linking the City, its environs, the Metropolitan towns and the major centres of employment;
- Maintain the principles of the Metropolitan Cork Greenbelt;

- Develop the Cork City Environs so that they complement the City. In the South Environs, priority should be given to consolidating the rapid growth that has occurred in recent years by the provision of services, social infrastructure and recreation facilities to meet the needs of the population. The North Environs will play a major role in the rebalancing of the City in terms of future population and employment growth; and

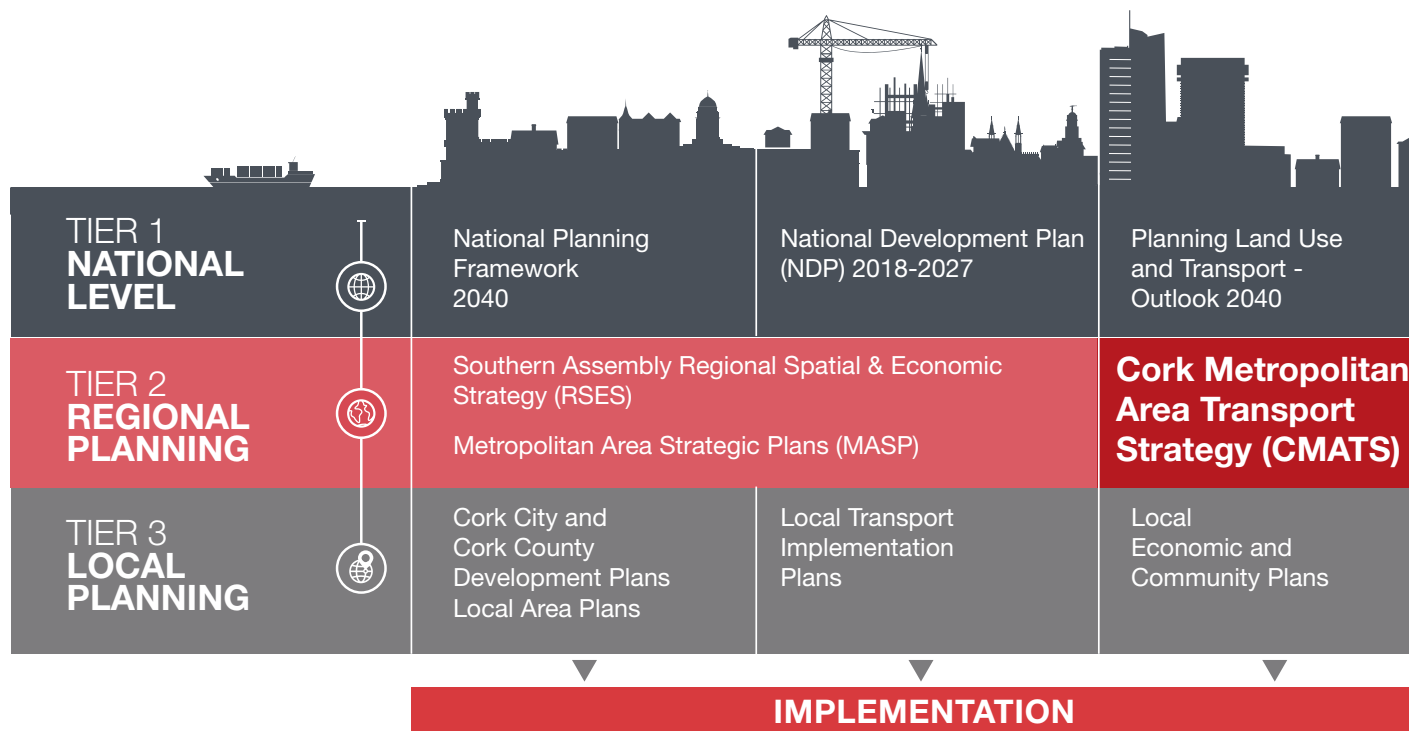
- Development to provide the homes and jobs that are necessary to serve the planned population will be prioritised in the following locations within the CMA: Carrigaline (Shannon Park), Middleton (Water Rock), Carrigtwohill (North of the Railway), Ballincollig (Maglin), North Environs (Ballyvolane), Glanmire (Dunkettle), Blarney (Stoneview), Monard and Cobh.

The Core Strategies of both Local Authorities are expected to be modified in the relevant areas by 2021.

### Summary

It is evident from the review, that policies have been in place for many years across many sectors, which aim to increase accessibility, promote active travel modes, and seek to reduce car use by a variety of means.

Plans are in place to better integrate land use and transport planning on a national and regional basis. These policies have informed and guided the development of CMATS.







# CMATS Study Area and Transport Network

