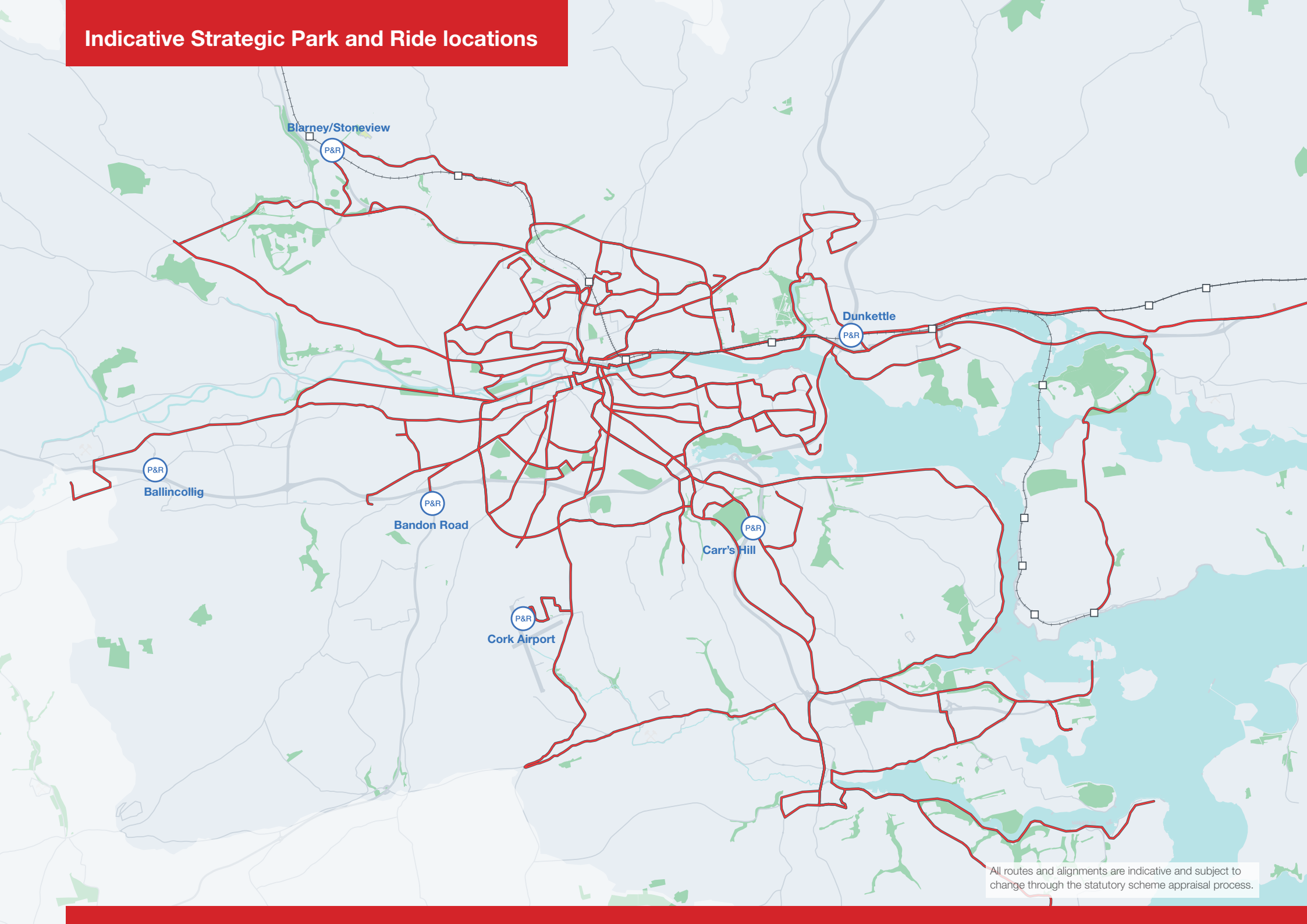


Indicative Strategic Park and Ride locations





11 PARKING

There should generally be **no car parking requirement for new development in or near the centres of the five cities**, and a significantly reduced requirement in the inner suburbs.

National Planning Framework 2040

Park and Ride

Strategic Park and Ride

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.

Park and Ride (PnR) involves 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 Ride can deliver the following benefits to the Cork Metropolitan Area:

- Support economic vitality by improving overall accessibility to the City Centre area;
- Reduce road traffic congestion on radial routes;
- Increase the attractiveness of the City Centre to visitors and shoppers;
- Meet shortfalls in urban parking capacity;
- Increase the effective catchment area of the public transport network;
- Transfer commuting trips from private car to public transport;
- Improve access for those living on the city edge and in low density suburbs; and
- Maximise public transport patronage.

Park and Ride (PnR) 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.

At present, Cork has limited Park and Ride services with the existing Black Ash facility near the Kinsale Road interchange operating below capacity. A number of strategic PnR facilities are therefore proposed to address the obvious short-comings in recent provision. Strategic PnR facilities will be expected to cater for between 400-600 car parking spaces and in all cases, be serviced by reliable, high frequency public transport including the suburban rail corridor, BusConnects and/or light rail system.

Quality local walking and cycling networks will be required to support safe and reliable interchange services and adjoining employment and residential uses. Indicative locations for high capacity, strategic PnR facilities are proposed at:

- Dunkettle – catchment for M8 and N25. Will be supported by suburban rail and BusConnects;
- Carrs Hill / M28 – BusConnects service to serve the Carrigaline catchment area and potentially the pharma sector at Ringskiddy;
- Cork Airport – to serve Kinsale catchment and local employment sites;

- Bandon Road Roundabout (N40) (BusConnects);
- Blarney/Stoneview (rail based) – supports southbound M20 traffic and UEA catchment; and
- Ballincollig/Woodberry (light rail) – supports Maglin UEA, Ballincollig town centre, local employers and eastbound commuters from the N22.

The above represent indicative locations only and are subject to further investigation. In the majority of cases, strategic Park and Rides will be related to the delivery of the BusConnects network and require bus priority measures to be implemented in advance of the opening of the facility.

In all cases, strategic Park and Ride/Rail facilities will provide ancillary services including sheltered waiting areas, refreshments and real time information boards. The provision of electric vehicle charging points to suit a variety of different charging speeds to support the transition to low emission vehicles and e-bikes will be considered in the design and development of each of the facilities.

Local Mobility Hubs

The strategic Park and Rides will be complemented by a number of smaller, local facilities sometimes known as 'mobility hubs' in a European city context.

Local mobility hubs may include formalising existing surface or multi-storey car parks at locations including Little Island, Mahon, Pouladuff Road, Carrigrohane Road and Blackpool. These hubs may potentially take the form of multi-storey car parks or basement car-parking in some circumstances. Existing rail and bus stations may also be retrofitted as mobility hubs.

Typically, a local mobility hub will be supported by frequent public transport, quality walking and cycling networks within a catchment area of 500-600m and include supplementary facilities including public transport stops, high capacity cycle parking, bicycle sharing systems dedicated car club spaces, carpooling spaces, electric charging facilities for cars and taxi drop-off facilities. Local mobility hubs typically support lower residential parking from new development areas but can potentially support some limited destination parking in areas where on-street parking has been re-purposed to support public transport or local public realm improvements.

Site specific locations and suitable capacities for mobility hubs should be determined through the Local Area Plan (LAP) or Masterplanning process.

Park and Ride Viability

The phased implementation of strategic Park and Ride sites and mobility hub facilities will be accompanied by a phased reduction in the availability of on-street spaces within Cork City Centre and Metropolitan town centres.

To ensure the long-term viability of both PnR and mobility hubs, both local authorities should consider agreements to reserve spaces to developers of, for example, city and metropolitan town centre hotels, office blocks, educational facilities and new residential areas at the earliest possible stage of the planning application process. The provision of these shared parking facilities will significantly reduce land-take and cost for the development of individual off-street parking facilities and are proven to be effective in prioritising sustainable modes for short trips.

The provision of PnR/mobility hubs will be accompanied by a comprehensive on-street parking management structure in residential areas outside of existing controlled parking zones. Both local authorities will be able to apply more restrictive off-street car parking practices in their respective Development Plans and local planning frameworks. Park and Ride facilities will be required to be open at off-peak times to support event parking at sports stadia and festivals, supported by the provision of more flexible local bus and coach services offering direct routes to the event. Opportunities to further maximise their potential will be identified through Workplace Travel Plans, School Travel Plans and Access and Mobility Plans for new residential development.

Parking Management

The availability and price of parking are major determinants of the relative attractiveness of the private car versus sustainable transport options and an extremely effective demand management tool. Parking management measures can include the control of price and supply.

Parking enforcement is also vital to ensure that footpaths and cycle lanes are not blocked by parked cars as this can be a barrier to movement for pedestrians and cyclists, especially those with disabilities.

Parking for New Development

The following outlines the proposed approach to parking for new development:

- Direct high-density residential land use and high-trip generating uses including employment and retail to areas that are currently, or will be, served by high frequency transport services;
- Set maximum parking standards across the CMA taking into account accessibility to public transport and/or access to local services including education and employment;
- The temporary oversupply of car parking during the early phases of development will be restricted. Local mobility hubs could be utilised to provide for the phased implementation of new development parking in some circumstances; and
- Set out car-free or low car standards in development areas within an 800m walking catchment area of Cork city centre and/or of quality public transport.

The application of low-car or car-free development is an increasingly common tool to facilitate higher density development and prioritise sustainable transport. Restrictions are usually placed on the occupants of the new development to apply for on-street parking permits to mitigate local parking stress.

Alternatives to private car ownership are made available including provision of car club bays and membership, public transport cards and increasingly, provision of and membership of cycle hire schemes.

On-Street Parking

There will 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 measures including bus priority, laybys, safer crossing facilities, seating, contra-flow cycle lanes, bicycle share schemes and cycle parking. Additional on-street spaces will be re-purposed to support flood management schemes and public realm improvements including street trees, wider footpaths and recreational facilities.

Where on-street parking is provided to support the economic functions of town centres, the emphasis will be on supporting a quick turnover of spaces to ensure that spaces are readily available for those businesses that rely upon them.

In residential areas, the objectives will be to discourage commuter parking that contributes to parking stress and unsafe parking practices immediately outside paid parking zones, and to free-up kerbside space by providing alternatives to private car ownership.

Cork City Council operates a pay parking system for the payment of on-street parking.

The availability and pricing structure for on-street parking within the CMA should be reviewed alongside CMATS implementation with a view to moving towards a smarter, more user friendly system that facilitates a quicker turnover of spaces.

The proposed approach to on-street parking is as follows:

- Undertake comprehensive rolling reviews of the available kerbside space in town centres to understand how the space is being used and assess against existing and future needs, including bus and light rail implementation;
- Employ performance-based smart parking pricing systems in town centres to ensure that spaces are used efficiently but are readily available for non-commuting purposes including shoppers. Pricing should be set to reach a target maximum of 85% occupancy to reduce search traffic, congestion and emissions;
- Extend coverage of parking zones controls across the CMA to safeguard spaces for residents, tackle illegal parking and to discourage commuter and other forms of long-stay parking. Consider gradual increases for the price of permits, particularly in areas where off-street parking options are readily available; and
- Provide alternatives to private car ownership including providing more designated on-street bays for car clubs, bike share systems and similar measures.

Off-Street Parking

The main objective of the off-street parking measures is to free-up kerbside space within the city and town centres and to support a viable, public transport system. The approach is as follows:

- Implement a string of high capacity long-stay strategic Park and Ride facilities outside of the main approach roads to the city, serviced by appropriate high-frequency bus and light rail and walking and cycling networks;
- Examine the case for smaller, local Park and Rides (Mobility Hubs) in areas proposed to be served by public transport, walking and cycling networks;
- Introduce parking charges at out-of-town retail centres, to reduce local congestion associated with these developments;
- Examine the case for a workplace parking levy in order to ring-fence funding for rapid public transport provision taking a lead from Nottingham's levy to support light rail; and
- Support the phased, long term reduction of car parking through the use of mandatory, target-based Workplace Travel Plans for new development and area-based travel planning for clusters of existing places of education and employment.







12 PUBLIC TRANSPORT INTERCHANGE & INTEGRATION

The National Development Plan will deliver a public transport network that will provide **high-quality passenger interchange points, which facilitate convenient transfer between efficient and integrated public transport services.**

National Development Plan 2040

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 number of passengers.

Interchange

Interchange between modes and public transport (PT) services is essential to the success of the Strategy. Interchange will allow for the widening of the public transport coverage, enabling improved access to key destinations as well as facilitating multi-modal trips. Improved sustainable connectivity and interchange opportunities from the metropolitan area to the wider region including the key towns will strengthen the functional relationship between these areas.

The proposed public transport network provides significant improvements for interchange between modes and services through the following:

- Orbital services interchanging with radial services;
- Bus services interchanging with heavy and light rail services;
- Active modes interchanging with PT services; and
- Car interchanging with PT services as services at PnR.

Stops and Shelters

The design and positioning of light rail and bus stops, shelters and information systems are important features of an effective public transport system. It is intended that:

- A consistent design will be applied to key stop locations, in particular at busy stops or interchange locations;
- At key locations or busy stops, shelters will be provided;
- For key stops on Core Radial and Orbital routes comprehensive information signing including real-time service information will be provided;
- For all stops throughout the CMA including less busy stops a standardised style of bus stop sign, pole and information panel, with a consistent branding and style, will be used throughout the CMA;
- For all stops throughout the CMA, consideration will be given to the design and accessibility of the surrounding public realm; and
- There will be a rationalisation of bus stop poles and sharing of nearby bus stops between operators.



Interchange Locations

- At key interchange locations, the design of the stop, shelter and information panels are important. The following outlines requirements at interchanges:
- Need to identify that user is at an interchange location;
- Need to strengthen the concept of transfer between routes as part of new network proposals;
- Need to guide walking trips between stops at interchange;
- Need to provide a continuity of branding and style for interchange legibility; and
- Need to differentiate interchange areas from non-interchange stops.

Integrated Ticketing

Integrated ticketing and smartcard technology offers a convenient way to pay public transport fares. Smart ticketing allows for responsive fare structures to be implemented to simplify use and offer better value for money. Leap offers significant discounts on cash fares and facilitates daily and weekly capping.

One of the goals of CMATS is to deliver an integrated transport system that is interconnected to allow people and goods to move efficiently throughout the CMA and to provide access with a variety of modes for people. Promotion of the Leap card in Cork will help to inform existing and potential passengers of the benefits of using Leap.

There are opportunities to extend the range of payment options and integrated ticketing measures over the lifetime of the Strategy, to incorporate the latest developments in account-based ticketing technology, potentially allowing use of credit / debit cards or mobile devices as a convenient means of payment. This will also allow integration with other transport payments such as parking facilities and bicycle hire.

Public Transport Fares

To ensure that public transport fares are attractive and customer friendly, the broad principle for transit fares should include a system that is:

- Easy to use and understand;
- Regionally integrated;
- Designed to provide price incentives for more frequent use; and
- Affordably priced to make transit an attractive alternative to the private car.

The ongoing improvements to public transport fares being implemented by the NTA will be continued within the lifetime of CMATS. A fare structure review will be undertaken to ensure that the CMATS networks are supported in a manner that encourages increased public transport use and provides for appropriate cost recovery. It is intended that a simplified fare structure will be put in place in the CMA, potentially a flat fare or a zone-based fare system, allowing multiple journeys by different modes for a single fare.

Small Public Service Vehicles

Taxis provide an important transport service offering door-to-door trips and can supplement a public transport system. Taxis offer the ability to complete one-off trips that are difficult to provide for efficiently by other modes. Ensuring that taxi operations are provided for, for example, by providing appropriate waiting areas at public transport termini.

The increasing use of smartphone app-based providing real time taxi services is likely to result in kerbside space being freed up as waiting bays are no longer required to the same level as was previously required.

Good practice in efficient kerbside management - for example, dual use of delivery and taxi bays through time restrictions - to support both the day and night time economy as appropriate will be promoted. Other priorities for small public service vehicles include:

- Incentivise conversion of taxis to low emission vehicles;
- Ensure that all taxis and hackney fleet are fully wheelchair accessible throughout the timeframe of the Plan;
- Improve the integration of small public service vehicles into the overall public transport network through better interchange opportunities and information provision; and
- Encourage the provision of local hackney services in areas where conventional taxi and hackney services are generally unavailable.



ROADS



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



13 ROADS

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

Spatial Planning and National Roads.

The Cork Metropolitan Area 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 to manage the network to discourage through traffic in built up areas.

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.

Alternative Approach to Car Based Travel

The CMA road network will continue to carry a significant number of journeys made by people and goods. Given the nature of existing travel patterns in Cork, the provision of any new road capacity will need to strike a balance between enabling the CMA to achieve its growth potential and ensuring that any additional road capacity does not simply attract more private car trips.

In line with the NPF's Compact Growth objective, CMATS seeks 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). This will provide a sustainable economic, environmental and social case for reliable public transport, permeable, high quality safe walking and cycling routes and a people-centred public realm.

This approach represents a marked departure from the traditional models of transport planning over recent decades, where the provision of new road capacity solely for the private car was paramount.

CMATS instead prioritises the provision of reliable and efficient public transport and enhanced walking and cycling routes to minimise the need to travel by car.

Improvements to the public transport and active travel network, as outlined in the earlier chapters must be prioritised to achieve compact growth. This must be under-pinned by appropriate land use decisions at local authority level that maximise opportunities for sustainable travel and directs future development to existing or planned higher capacity public transport corridors.

Developing the Road Network to Support Sustainable Travel

The national road network provides strategic transport links between the Country's main centres of population and employment, including key international gateways such as the main ports and airports, and to provide access between all regions.

In Cork the strategic road network supports the movement of goods and essential services including public transport, freight and logistics movements to markets and provides direct access to the relocated Port of Cork at Ringaskiddy and Cork International Airport. Local access to the strategic network will be managed and discouraged to minimise local trips.

For Cork to grow sustainably as forecast, its street network must facilitate more walking and cycling. Its arterial routes must also prioritise the movement of buses.

Within Cork City Centre, metropolitan centres and inner neighbourhoods, streets will have more of a place function and will require a greater emphasis on liveability, motor traffic restraint and traffic calming. New roads will be required in some cases to unlock housing and commercial development and to support local access in planned growth areas. New developments will therefore, be served by existing and/ or planned public transport and designed to maximise connectivity to local networks and services.

As discussed in Chapter 11, a network of strategic Park and Ride facilities will be provided to minimise impact on the arterial road network, and city neighbourhoods and to incentivise long-stay parking for commuters and shoppers.

Principles for Provision of New Roads within the Cork Metropolitan Area

Recent changes in national transport policy seek to significantly increase in the use of public transport, cycling and walking and a reduction in the growth in private car travel. To translate these objectives at CMATS level, the following principles will be applied;

- New road schemes will be developed in accordance with the principles of Smart, Compact, Growth as set out in NSO1 (Compact Growth) of the NPF;
- New road schemes will support CMATS objectives of enhancing sustainable transport capacity and connectivity;
- New non-national roads should ensure that strategic capacity and safety of National Roads for strategic traffic is maintained in accordance with NSO2

(Enhanced Regional Accessibility) of NPF by diverting local traffic to appropriate routes;

- Apart from motorway or express road proposals; all new road schemes will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision; and
- New road schemes must demonstrate that alternative solutions, such as public transport provision, traffic management or demand management measures, cannot effectively and satisfactorily address the circumstances prompting the road proposal or are not applicable or appropriate.

Requirements of National Road Network

The following outlines the requirements for the planning and development of National Roads within the CMA in the context of supporting the sustainable transport objectives of CMATS and in full alignment with the definitions and principles set out by the Government's Spatial Planning and National Roads:

- The primary function of National Roads is to cater for strategic traffic;
- Strategic traffic, in the context of national roads, is primarily comprised of inter-urban and inter-regional traffic, whether HGV, car, public transport bus services or other public service vehicles, which contributes to socio-economic development, the transportation of goods and products, especially traffic to/from the main ports and airports, both freight and passenger related;

- Secondary local functions should not be encouraged, or planned for, on National Roads in the CMA;
- National Roads are not to be developed, or planned, to support the continued urban expansion through zoning of residential land uses adjacent or along National Road corridors;
- Alternative compact sustainable and public transport orientated corridors will be prioritised for zoning;
- Secondary local function traffic on National Roads can be tolerated insofar as it does not impact on the primary function, which is to cater for strategic traffic; and
- If secondary functions impact on the primary function of National Roads, then demand management measures will be employed to mitigate this impact.

Proposed National Road Network Measures

Within the Cork Metropolitan Area, there will be a focus on maintaining the investment already made, to protect national road assets and to keep them safe and fit for purpose through appropriate corridor management practices. Associated with this, and to reduce congestion on the strategically important N40 and other national routes in the outer Metropolitan Area, a reduction in car dependency for orbital trips is required.

The extensive nature of development and the wide distribution of employment destinations in the Metropolitan area, presents a particular challenge to the provision of alternative choices to the private car.



The provision of high quality public transport choices associated with the introduction of complementary travel demand management measures, such as parking restrictions, ramp metering and potentially multi-point tolling, will be required to meet current and future metropolitan travel demand.

This combined approach would serve to discourage the inappropriate use of the national roads network by car, to increase the attractiveness of public transport alternatives and to render investment in such public transport improvements, more economically viable. Without such interventions, car use in the CMA will remain high and congestion may continue to increase, putting at risk the substantial investments already made in the N40 and national roads of strategic importance.

The following sections identify proposed infrastructure improvements for the national road network within the CMA, that are required for the delivery of the CMATS. The alignment and form of all National Road proposals will be determined in line with TII Project Appraisal Guidelines (PAG) and DTTaS guidance for scheme appraisal including a Route Options Assessment and Business Case. The following measures are subject to compliance with EU habitats and/or Birds Directives.

N40 South Ring Road

The use of the N40 as a local access route by the private car to the various commercial and retail developments in close proximity to this national artery is unsustainable.

A coherent approach to the management of travel demand on the N40 corridor and connecting roads, combined with the provision of alternative transport modes, development of identified alternative complementary routes and targeted traffic management measures, are required to ensure that the N40 fulfils its primary intended purpose, as a national road which caters for predominantly non-local trips of high economic value.

The TII Demand Management Study identified a number of proposals under the following broad headings.

- Integrated Land use and Transportation
- Targeted Upgrades;
- Smart Motorway Interventions;
- Alternative Complementary Routes; and
- Fiscal Measures.

Measures such as those outlined above can have a positive impact on managing future demand on the N40, notwithstanding the complexity of the overall road network in the CMA and the limited alternatives to the Jack Lynch Tunnel. The rollout of public transport, land use policy and traffic management measures will be prioritised in the short-medium term. The potential need for the introduction of fiscal measures will continue to be assessed over the lifetime of the Strategy. Measures will not be introduced in isolation but only after due consideration of the impacts on access and movement across the City and suburbs and in parallel with the introduction of necessary appropriate alternatives to service affected traffic movements.

The upgrade of the N40 South Ring Road to motorway status is one of the key recommendations of the study, primarily to limit its use to motorised vehicles and to remove the small number of cyclists, pedestrians and slow moving vehicles in the interests of road safety.

Transport Infrastructure Ireland (TII) will undertake traffic management and improvement studies focussed on the N40 to assess current capacity constraints and to identify potential future improvements to the operational safety of this key strategic route. These projects include the:

- N40 TEN-T Feasibility Study; and
- N40 Dunkettle ITS Feasibility Study.

In addition to the upgrading of the N40 South Ring Road to motorway status, a number of local road improvements have been identified in CMATS. These will assist in providing alternative complementary routes to the N40 while also improving local accessibility, orbital bus services and supporting permeability for all transport users.

Dunkettle Interchange Upgrade

The Dunkettle Interchange Upgrade to a free-flow, grade separated interchange received planning permission in May 2013. It will alleviate the existing bottle neck and congestion at the intersection of the M8/N8, N40 and N25.

A contractor has been appointed by Transport Infrastructure Ireland to progress the design and implementation of the project. The upgraded junction is expected to be fully operational by 2023.



M28 Cork – Ringaskiddy

The importance of improving strategic road access to the Ringaskiddy Port is of national economic priority and was reiterated in the recently published NDP. The proposed upgrade of the N28 (to become the M28) is a long-term strategic objective for both Cork City and County Councils and a mainstay of regional planning frameworks including the Southwest Regional Planning Guidelines, the Cork Area Strategic Plan (CASP) and the Cork County Development Plan. The M28 will serve a number of strategic purposes including enabling the relocation of the Port of Cork's activities from the City Docks to Ringaskiddy and providing Ringaskiddy Port with the capacity to handle increased freight activity associated with Brexit. The N28 is identified as a part of the Ten-T Core network.

N27 Cork – Cork Airport

Cork Airport is part of the EU TEN-T Core network which is served by the N27. The N27 between the Kinsale Road Interchange and Cork Airport is currently a single carriageway road, with a northbound bus lane at the northern end approaching the Kinsale Road Interchange. A two-way continuous bus lane is proposed under CMATS to improve public transport priority between Cork Airport and Cork City Centre.

N22, N25, N27, N71

TII will engage in corridor management of the N22, N25, N27 and N71 for maintenance, renewal and improvement to achieve appropriate levels of service within the context of providing value for money and in line with Government Programmes,

such as the NDP 2018-2027. Within the metropolitan area, there will be a focus on improvements and maintenance of the following routes:

- N22 - Ovens to Ballyvourney;
- N25 - From its junction with the M8 at Dunkettle to Middleton to provide a higher level of service for strategic traffic on the route;
- N27; and
- N71.

N/M20 Cork – Limerick

Cork and Limerick are Ireland's second and third largest cities located in the southwest and mid-west respectively. An opportunity exists to provide better connectivity between the two cities by improving the quality of the transport network which will also address road safety issues associated with the existing N20 route and provide for safer, efficient and shorter journeys. The provision of the M20 is also in line with the NPF's National Strategic Outcome 2, to provide for Enhanced Regional Accessibility.

The NDP 2018-2027 identifies the M20 Cork - Limerick road to be delivered by 2027, subject to appraisal, planning and procurement, with a 2016 estimated cost of approximately €900million. The N20 Cork - Limerick is part of the Ten-T Comprehensive network.

The solution for the N20 corridor will be identified through the N/M20 Cork to Limerick Road Improvement Scheme appraisal process and the development of a business case for the scheme. While included in the NDP, the M20 Cork - Limerick road falls outside of the scope of CMATS due to its inter-regional function.

Cork North Ring Road (CNRR)

As part of the N/M20 Cork to Limerick Road Improvement Scheme, TII will examine the inclusion of the Cork North Ring Road (CNRR) linking the N20 to Dunkettle Interchange. The NDP indicates that the CNRR is a complementary but independent scheme to the N/M20 corridor scheme. However, its requirements, scale (based on demand levels) and justification will be considered and assessed as part of the appraisal process for the overall M20 scheme. Whilst it is envisaged that the CNRR would not be delivered in advance of the substantive public transport elements of the Strategy. The appraisal process for the N/M20 Scheme will consider implementation and delivery in great detail.

This approach is in accordance with the NPF's National Strategic Objectives for Compact Growth. In line with the NDP, the requirement for the CNRR will be determined in accordance with DTTAS Guidance for scheme appraisal and TII Project Appraisal Guidelines for National Roads (PAG) including a Route Options Assessment and Business Case. This Assessment should include the examination of a potential link from the N22 to the M8 and if required, designed in such a fashion that prioritises and safeguards the strategic traffic function of the route.

Subject to the appraisal outcomes of the N/M20 Cork to Limerick Road Improvement Scheme, it is expected that the CNRR project will be planned for implementation during the latter period of the Strategy. The finalisation of a route corridor and its protection from development intrusion is an objective of CMATS to allow for changing circumstances including potentially an earlier project delivery requirement.

