These policies are supported to a substantial extent within the CMA by the statutory development plans and local area plans, which support the provision of new housing and employment on existing accessible brownfield lands and greenfield lands within the local catchment of existing or planned stations on the Cork Suburban Rail network.

CMATS therefore takes cognisance of the challenges and opportunities outlined above, and identifies six guiding principles used to address these issues. These are identified in the sections below.

Guiding Principles
CMATS was formulated to be consistent with six identified guiding principles. The principles and their consistency with the Strategy Outcomes are summarised in the following paragraphs.

Principle 1
To support the future growth of the CMA through the provision of an efficient transport network.

Implementation of CMATS will result in improvements to the road, suburban rail, light rail, pedestrian and cycle network. These improvements are targeted in parts of the Metropolitan Area that are planned for future housing, employment and educational growth. The efficiency of the existing and future strategic road network will be protected through the minimisation of local traffic and restriction of local access routes to the National Road Network.

Principle 2
To prioritise active and sustainable transport and reduce car dependency within the CMA.

Implementation of CMATS will result in a step-change in public transport provision and builds upon existing walking and cycling strategies adopted in the Metropolitan Area. The need for private car ownership (and dependency) will be reduced through the adoption of demand management and supporting measures including car clubs and Mobility as a Service (MaaS).

This prioritisation of active and sustainable modes and the decarbonisation of the public transport fleet is in line with the growing recognition of the negative impacts of motorised vehicles and carbon emissions on the environment and people's health and wellbeing. Principle 2 is aligned with Measures 1 and 2 of the Climate Action Plan 2019 for Transport to deliver targets,

Principle 3
To provide a high level of public transport connectivity to key destinations within high demand corridors.

The implementation of the east-west light rail system will cover approximately a third of the projected CMA population and around 60% of its future jobs.

It will also encompass the catchment area of high trip attractors and generators of all key research and third level institutions between Ballincollig and Mahon including the proposed Science and Technology Park at Curraheen, UCC, CIT/Nimbus, College of Commerce and St. John's College.

The enhancement of the Cork Suburban Rail corridor will serve existing and future growth areas identified in the core strategies of both Cork City Council and Cork County Council.

BusConnects will provide radial and orbital connectivity between the city centre, its suburban areas and key destinations including CUH and centres of education.

Principle 4
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.

Committed National Development Plan 2018-2027 projects such as the M28 Cork to Ringaskiddy and Dunkettle Interchange will be realised over the first period of the Strategy. CMATS also proposes the inclusion of a new Cork North Distributor Road (CNDR) and an upgraded N40 to support strategic and freight traffic.

The Strategy proposes to protect the alignment of a future Cork North Ring Road and the strategic function of roads such as the Midleton to Whitegate and the R624 to support potential increase in freight traffic to Marino Point.

Principle 5
To enhance the public realm through traffic management and transport interventions. CMATS endorses and builds upon the Cork City Centre Movement Strategy that seeks to manage and restrict through traffic in the City Centre.

Further public realm improvements to the city centre, its suburban areas, Metropolitan town centres, Urban Expansion Areas and connections to public transport stops will be realised through the adoption of the Design Manual for Urban Roads and Streets principles. Accessibility will also be a key consideration during public realm and public transport improvements.

Principle 6
To increase public transport capacity and frequencies where needed to achieve the strategy outcomes.

Implementation of CMATS will result in a significantly upgraded transport network and capacity to realise future housing, population and educational growth projections. The Strategy directs sustainable transport infrastructure to where it is most needed, to complement land use projections outlined in the National Planning Framework and future growth scenarios outlined by the relevant Core Strategies of both Local Authorities.

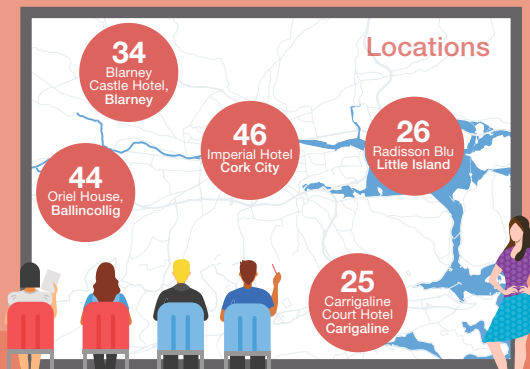
PUBLIC CONSULTATION

PUBLIC EVENTS

Media Launch
Public Representatives & Stakeholders
Páirc Uí Chaoimh

6 wks
Public Consultation
14 May - 28 June 2019

NATIONAL NEWS COVERAGE
RTE, Virgin, 96fm
Irish Examiner, Echo, Irish Times



SUBMISSIONS

171 Total Submissions

- 10 Government Departments, State Agencies & Local Authorities
- 111 Individuals
- 33 Interested Organisations
- 8 Lobby Groups
- 5 Cllr/TD/ Senator
- 2 Residential Associations
- 2 Universities and Colleges

TYPES

- @ 165 emails
- 3 letters
- 3 event

17 KEY THEMES

- The Need for the Strategy;
- Policy;
- Land-Use Distribution;
- Strategy Development;
- Active Travel;
- Bus;
- Rail;
- Light Rail;
- Parking;
- Interchange and Integration;
- Roads;
- Freight, Delivery and Servicing;
- Supporting Measures;
- Implementation;
- Outcomes;
- Alternatives; and
- Stakeholder Engagement.

SUBMISSIONS BY CATEGORY

- 67% Outcomes
- 64% Need for the Strategy
- 61% Alternatives
- 56% Implementation
- 54% Bus
- 51% Roads

SUBMISSIONS BY SUB CATEGORY

- 40% Bus Network
- 50% Implementation
- 48% Need for Public Transport
- 31% Traffic Management
- 36% NTA Office/ Personnel
- 29% Light Rail Route

19 PUBLIC CONSULTATION

"Stakeholders expressed that they had a very positive experience during the public consultation process and welcomed the opportunity to attend events and comment on the draft Strategy."

CMATS Public Consultation Report

The draft Cork Metropolitan Area Transport Strategy was published on the 14th May 2019. Over 170 stakeholders participated in the Cork Metropolitan Area Transport Strategy's first non-statutory public consultation by attending events and making submissions. The consultation period ran for a total of six weeks from 14th May to the 28th June 2019.

Pre-Consultation Stage

The NTA engaged extensively with key stakeholders at every stage of the development of the draft Strategy. The purpose of this advance consultation and engagement was to clearly communicate the intention to prepare a draft Transport Strategy, its intended scope and to seek views and opinions on issues that should be considered in its preparation. Stakeholders who contributed to this phase of consultation included:

- Members of Cork City Council;
- Members of Cork County Council;
- Transport Infrastructure Ireland;
- National Transport Authority; and
- Cork National Roads Design Office.

Early engagement with stakeholders is an important aspect of strategic planning. Stakeholder engagement during this phase of the Strategy's development consisted of a series of steering meetings, technical workshops and presentations.

Our approach to public consultation was a significant step change above the original intention as a result of feedback received from key stakeholders during the pre-consultation process.

Consultation Publicity

The draft Strategy and its accompanying documents were published and made available to download on the NTA's website following the official launch at Paric Uí Chaoimh on 14th May 2019.

The publication of the draft received extensive media coverage from a range of national and local media outlets including:

- RTE News (including bulletins at the RTE News Six One);
- Virgin Media (lunchtime and evening bulletin);
- RTE Radio 1 – News at One;
- Irish Examiner;
- Irish Times;
- The Cork Independent;
- Today FM;
- Newstalk FM;
- 96FM;
- The Carrigdhoun Newspaper;
- RedFM; and
- The Journal.ie.

To further ensure that CMATS and its accompanying documents were easily accessible, hard copies were made available to view at the foyers of both Cork City Hall and Cork County Hall for the duration of the consultation period.

The draft Strategy was accompanied by a significant number of Public Consultation documents which the public were encouraged to take away. This document contained a summarised version of the draft Strategy as well as full details on how to make a submission. Hard copies of both reports were also available on request through the dedicated email.

Public Information Events

During the consultation period, five public information events were held around the Cork Metropolitan Area at the following locations:

- Cork City – 5th June
- Ballincollig – 6th June
- Little Island – 12th June
- Carrigaline – 13th June
- Blarney – 19th June

A total of 175 people attended these events where senior staff from the NTA and the Project Team, and staff members from Cork City Council and Cork County Council were available to provide answers to specific questions and queries from the public to discuss the contents of the draft Strategy.

L-R Ann Doherty – Chief Executive, Cork City Council, Anne Graham – Chief Executive Officer, National Transport Authority, Tim Lucey – Chief Executive, Cork County Council and Hugh Creegan – Deputy Chief Executive, National Transport Authority

Hard copies of the draft Strategy were available for attendees to view, as well as copies of the draft Strategy's Public Consultation document.

Key Stakeholder Briefings

During the consultation period, the Project Team was available to stakeholders outside of the Public Information Events on request. Additional presentations and meetings were held with the following stakeholders:

- Cork Chamber of Commerce Breakfast Meeting;
- City Lead Thinkers Event;
- Transport and Mobility Forum;
- Cork City Council's Strategic and Economic Development Policy Committee;
- Cork City Council's Roads and Transportation Policy Committee; and
- Cork Transport and Mobility Forum Café.

Feedback

All written feedback received by the project team was acknowledged and recorded. Submissions and observations were sent to the NTA by post, email or submitted at the Public Information Events up until 5pm on Friday 28th June 2019.

A total of 171 stakeholders made a submission during the six-week consultation period, with some stakeholders making several submissions. These stakeholders ranged from individual residents to lobby groups to government departments.

Throughout the public consultation process, we have presented stakeholder feedback on the project, whether it was positive, negative or neutral. All feedback is reflected within the supporting Public Consultation Report.

The Public Consultation Report presents the feedback on a theme-by-theme basis. 17 key themes and almost 70 sub-themes emerged from the analysis of the 171 submissions.

Careful consideration was given to this feedback and has been integrated into the final Strategy, where appropriate.

List of Acronyms

AA	Appropriate Assessment
AV	Automated Vehicle
BSS	Bicycle Sharing Scheme
CASP	Cork Area Strategic Plan
CCMS	City Centre Movement Strategy
CIT	Cork Institute of Technology
CLC	Construction Logistics Centre
CMA	Cork Metropolitan Area
CMATS	Cork Metropolitan Area Transport Strategy (the Strategy)
CNDR	Cork Northern Distributor Road
CNRR	Cork North Ring Road
CSIP	Cork Science and Innovation Park
CSO	Central Statistics Office
CUH	Cork University Hospital
DMURS	Design Manual for Urban Roads and Streets
DTTaS	Department for Transport, Tourism and Sport
EU	European Union
EV	Electric Vehicle
EVCP	Electric Vehicle Chargign Poin
HGV	Heavy Goods Vehicle
ITS	Intelligent Transport System
MaaS	Mobility as a Service
MASP	Metropolitan Area Strategic Plan
NPO	National Policy Objective
NSO	National Strategic Outcome
NTA	National Transport Authority
PAG	Project Appraisal Guidelines
PT	Public Transport
PLUTO	Planning Land Use and Transport - Outlook 2040
PTOD	Public Transport Oriented Development
RSES	Regional Spatial and Economic Strategy
RTPI	Real Time Passenger Information
SEA	Strategic Environmental Assessment
SWRM	South West Regional Model
TII	Transport Infrastructure Ireland
UCC	University College Cork
UEA	Urban Expansion Area

Jacobs SYSTRA