



Project Ireland 2040  
Building Ireland's Future



# CORK METROPOLITAN AREA

TRANSPORT STRATEGY 2040 | EXECUTIVE SUMMARY



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Chetwynd Viaduct Photograph  
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# 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 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.

The Cork Metropolitan Area (CMA) is in the midst of an exciting phase of 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 by 2040.

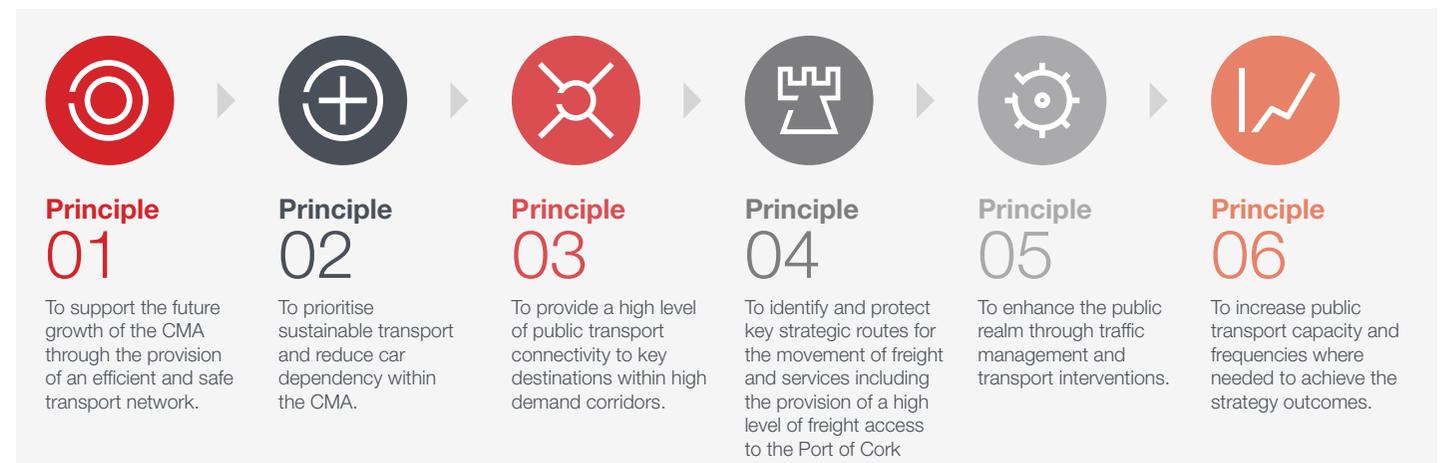
This projected population and associated economic growth will result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully in order to safeguard and enhance Cork's attractiveness to live, work, visit and invest in.

CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area (CMA) to cover the period up to 2040. The Strategy is considered to be flexible with the ability to scale up public transport capacity and frequencies as necessary along CMATS agreed transport corridors.

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

It will inform the development of regional and local planning, and associated investment frameworks, including providing inputs to the Southern Regional Assembly's Spatial and Economic Strategy (RSES), the Cork Metropolitan Area Strategic Plan (MASP) and the statutory Development Plans of both Cork City Council and Cork County Council.

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



### National Policy

CMATS is a Regional level plan and is directly informed by National level (Tier-1) policies. The most important and recent of these documents are the NPF 2040 and the NDP 2018-2027.

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 a new sScience and Innovation Park to the west of the city accessible by public transport;
- Development of enhanced city-wide public transport 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; and
- 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.

Some of the core principles of the NPF that have informed the development of CMATS are:

- NSO 1 – Compact Growth;
- NSO 2 – Enhanced Regional Accessibility Road Network;
- NSO 3 – Public Transport;
- NSO 4 – Sustainable Mobility;
- NSO 5 – A Strong Economy supported by Enterprise, Innovation and Skills;
- NSO 6 – High-Quality International Connectivity;
- NSO 7 – Enhanced Amenity and Heritage;
- NSO 8 – Transition to a Low Carbon and Climate Resilient Society; and
- NSO 10 – Access to High-Quality Childcare, Education and Health Services.

Other key national level Policy and Guidelines that CMATS must align with include:

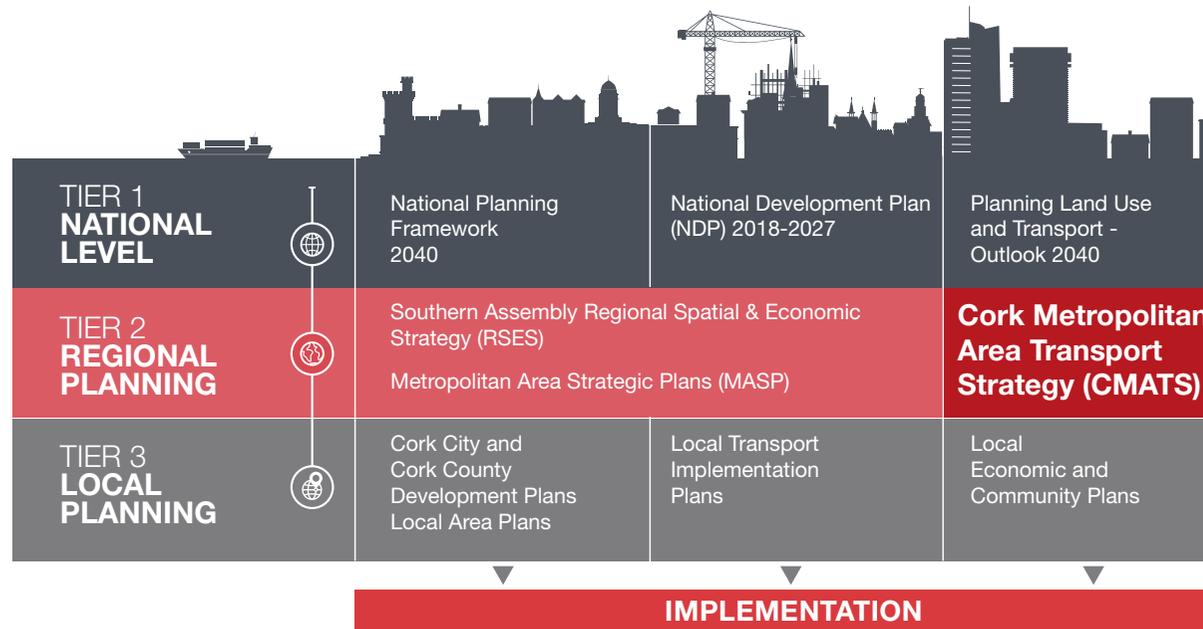
- Climate Action Plan 2019;
- Planning Land Use and Transport Outlook 2040;
- National Mitigation Plan;
- Investing in our Transport Future - Strategic
- Spatial Planning and National Roads;
- Design Manual for Urban Roads and Streets (updated 2019);
- Smarter Travel - A Sustainable Future; and
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities.

### Regional Policy

At a regional level, the NPF 2040 recommends the development of RSEs and MASPs. The RSEs 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. The RSES for the Southern Region was published in January 2020.

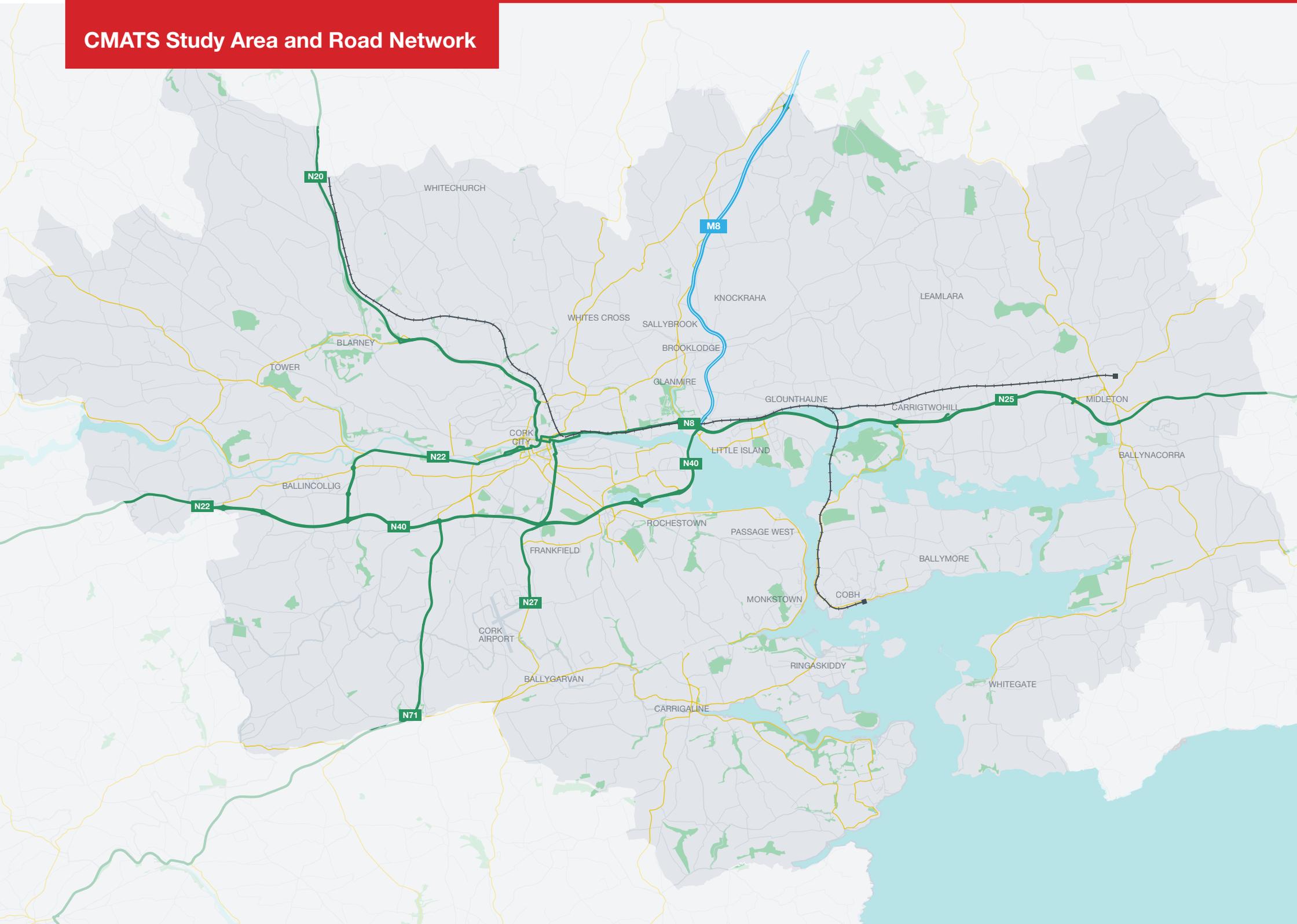
### Local Policy

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. CMATS will inform the future update of Cork City and County Development Plans and the future development of Local Transport Plans (LTPs)/Sustainable Urban Mobility Plans (SUMPs) for Metropolitan Towns and City Districts.





# CMATS Study Area and Road Network



# EXISTING TRANSPORT CONTEXT

## Study Area

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

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

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

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

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

## Mode Share

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

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

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

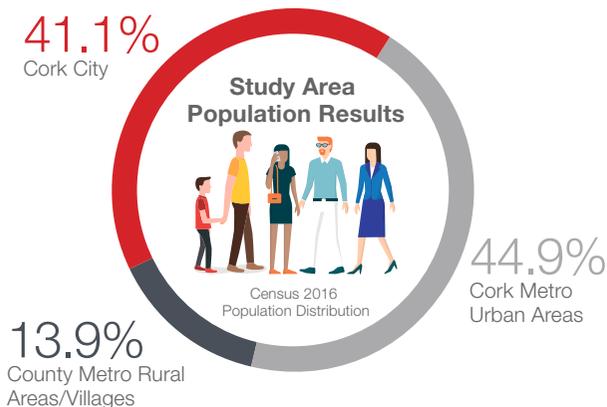
Public transport, walking and cycling infrastructure and facilities must be expanded and improved to enable people to change their travel behaviour.

## Key Challenges

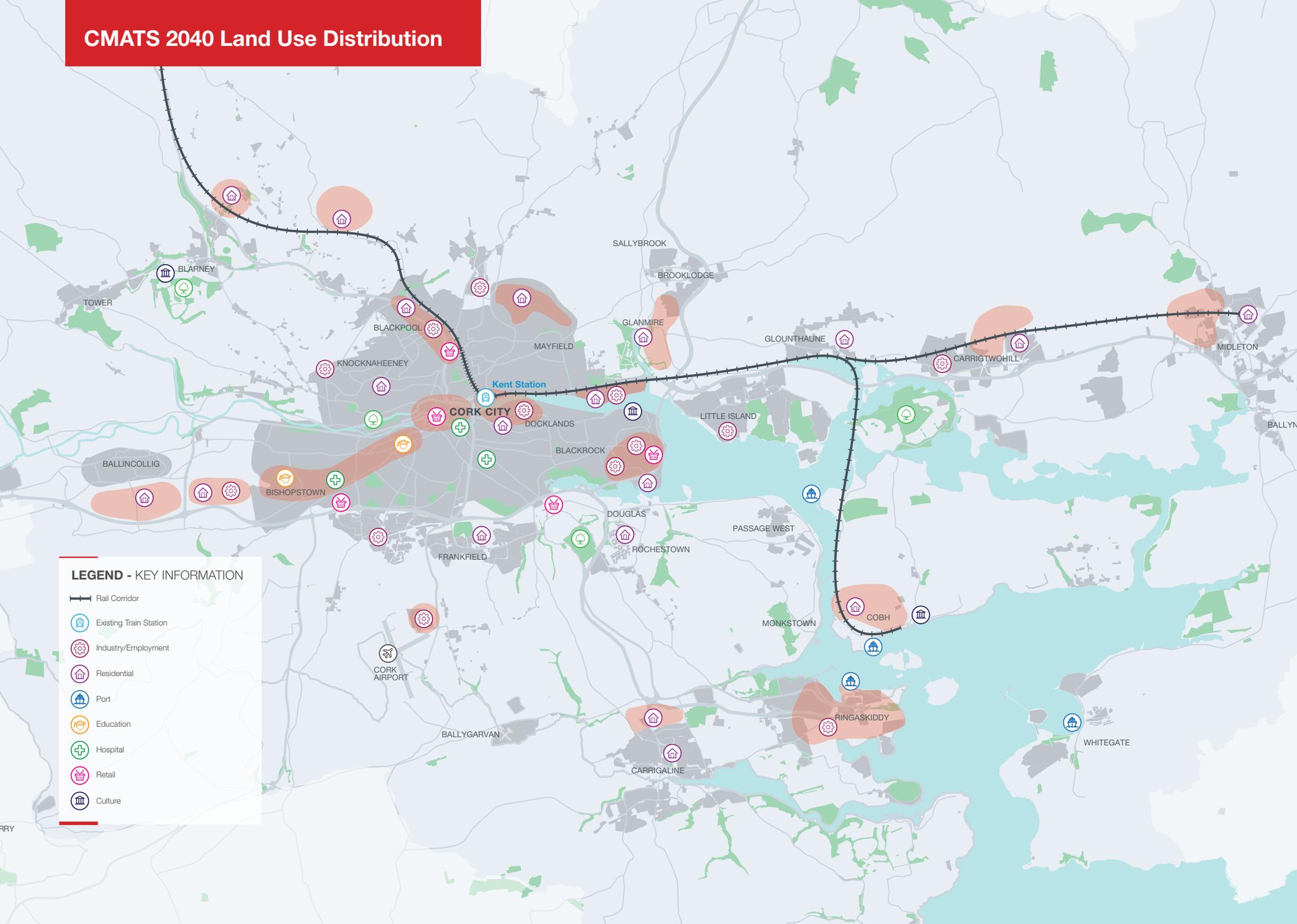
To provide for a better, more efficient and sustainable transport network, there are a number of key challenges that must be addressed by CMATS.

These include:

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



# CMATS 2040 Land Use Distribution



## LEGEND - KEY INFORMATION

-  Rail Corridor
-  Existing Train Station
-  Industry/Employment
-  Residential
-  Port
-  Education
-  Hospital
-  Retail
-  Culture



# CMATS 2040 LAND USE

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

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

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

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

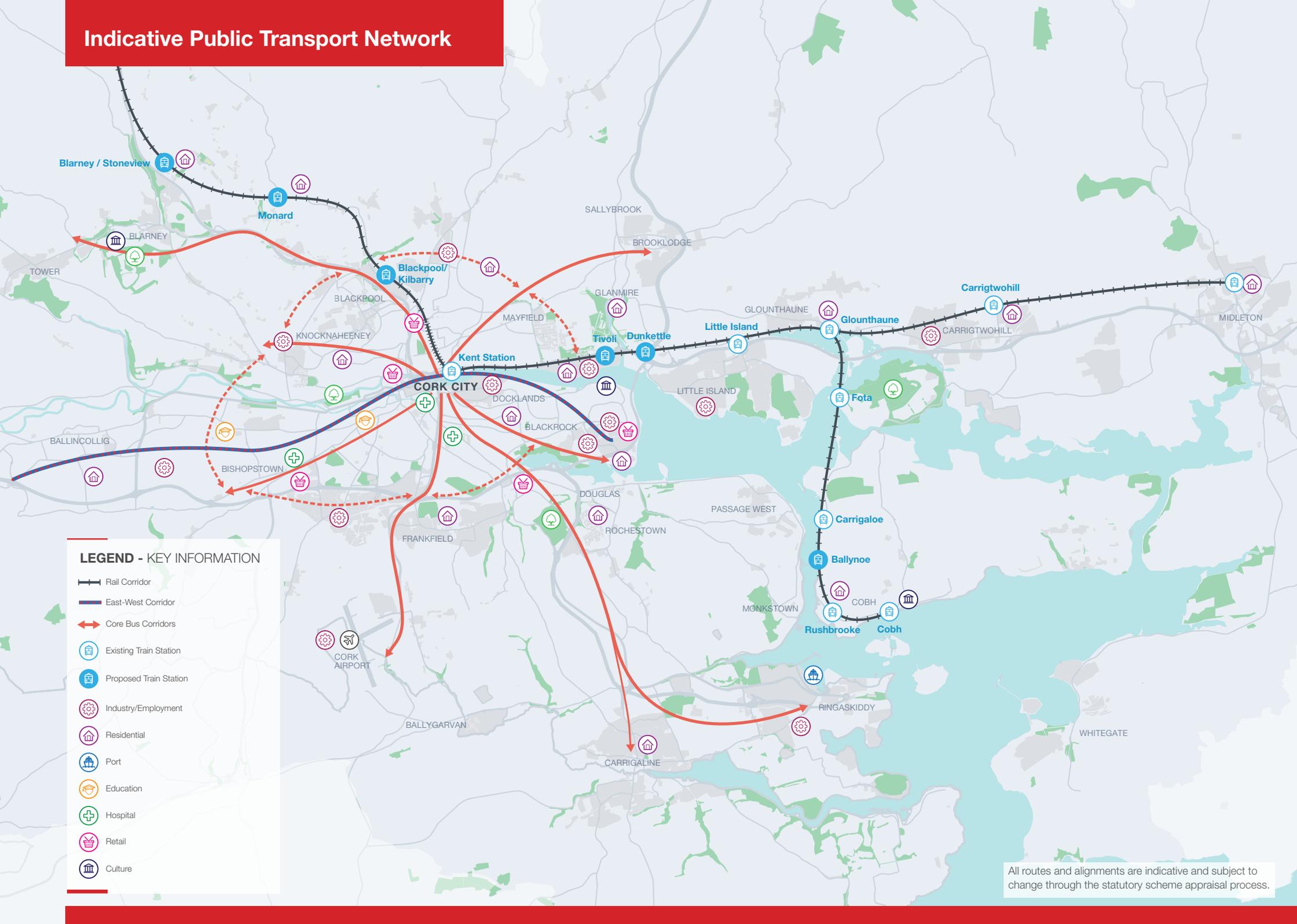
To support the compact growth aspiration of the NPF 2040, Cork City will become the focus for significant regeneration opportunities at brownfield locations.

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

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

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

# Indicative Public Transport Network



**LEGEND - KEY INFORMATION**

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

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

# STRATEGY DEVELOPMENT & OUTCOMES

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

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

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

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

## Cork Metropolitan Area Transport Strategy Methodology



# WALKING

  
**90m**  
annual walking trips

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

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

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

  
**>200km**  
new and upgraded  
footpaths

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

 Enhanced  
**Wayfinding**  
System

 **140km**  
of Greenways

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

 **Age-Friendly**  
Town Centres

 **Safer**  
Routes to School

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

 Improved  
**accessibility**  
to public transport



# CYCLING



**19.5m**  
annual  
cycling trips



Additional **56,000**  
daily car trips potentially  
transferable to cycling



**13,000**  
cycling trips made in the AM peak  
period easing congestion



**200km**  
Primary  
Cycle Network



**150km**  
Secondary  
Cycle Network



**60km**  
Inter-Urban  
Cycle Network



**140km**  
Greenway  
Network



**Expansion**  
of Bicycle Sharing  
Systems



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



**Enhanced End-of-Trip  
facilities**



**positive impact**  
on mental health

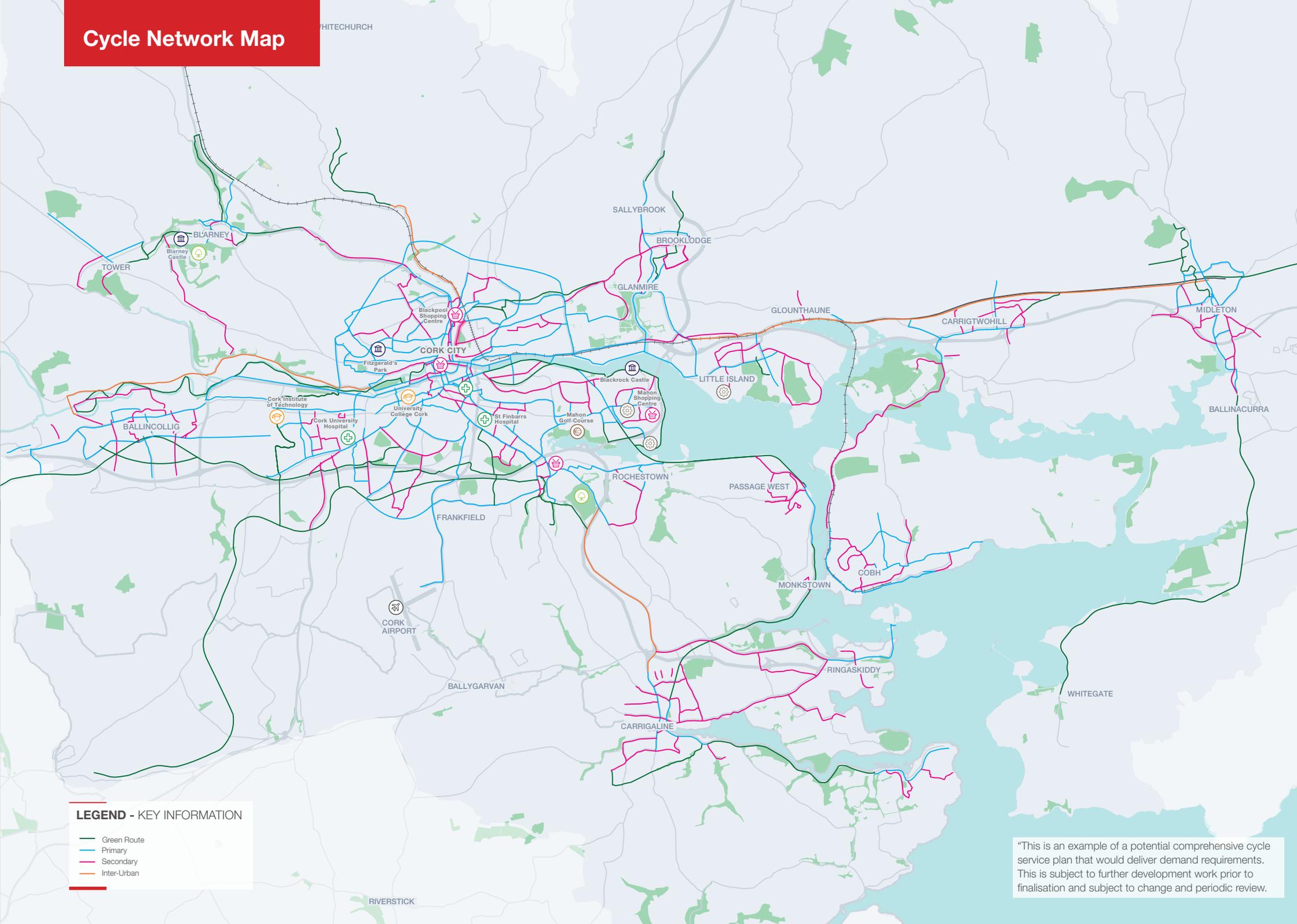


Strategy cost estimate  
is approximately  
**€230m**  
(+BusConnects  
cycle elements)



Cork City Council Black Ash

# Cycle Network Map



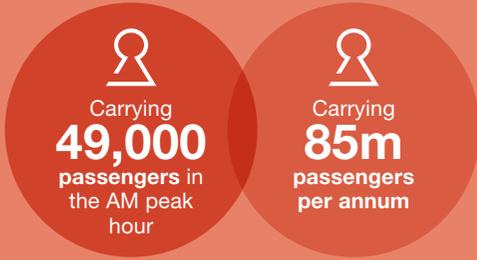
**LEGEND - KEY INFORMATION**

- Green Route
- Primary
- Secondary
- Inter-Urban

"This is an example of a potential comprehensive cycle service plan that would deliver demand requirements. This is subject to further development work prior to finalisation and subject to change and periodic review."

# BUS CONNECTS

## BUS PASSENGERS



## BUS CORRIDOR PERFORMANCE



## BUS NETWORK & VEHICLES



 **100km** of bus lanes and bus priority measures

 **220** double deck bus fleet required

 **6** Strategic Park & Ride sites



## CONNECTING CITY & SUBURB

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

 **4,800** passengers interchanging between Cross City, Radial and Orbital bus services in AM peak hour

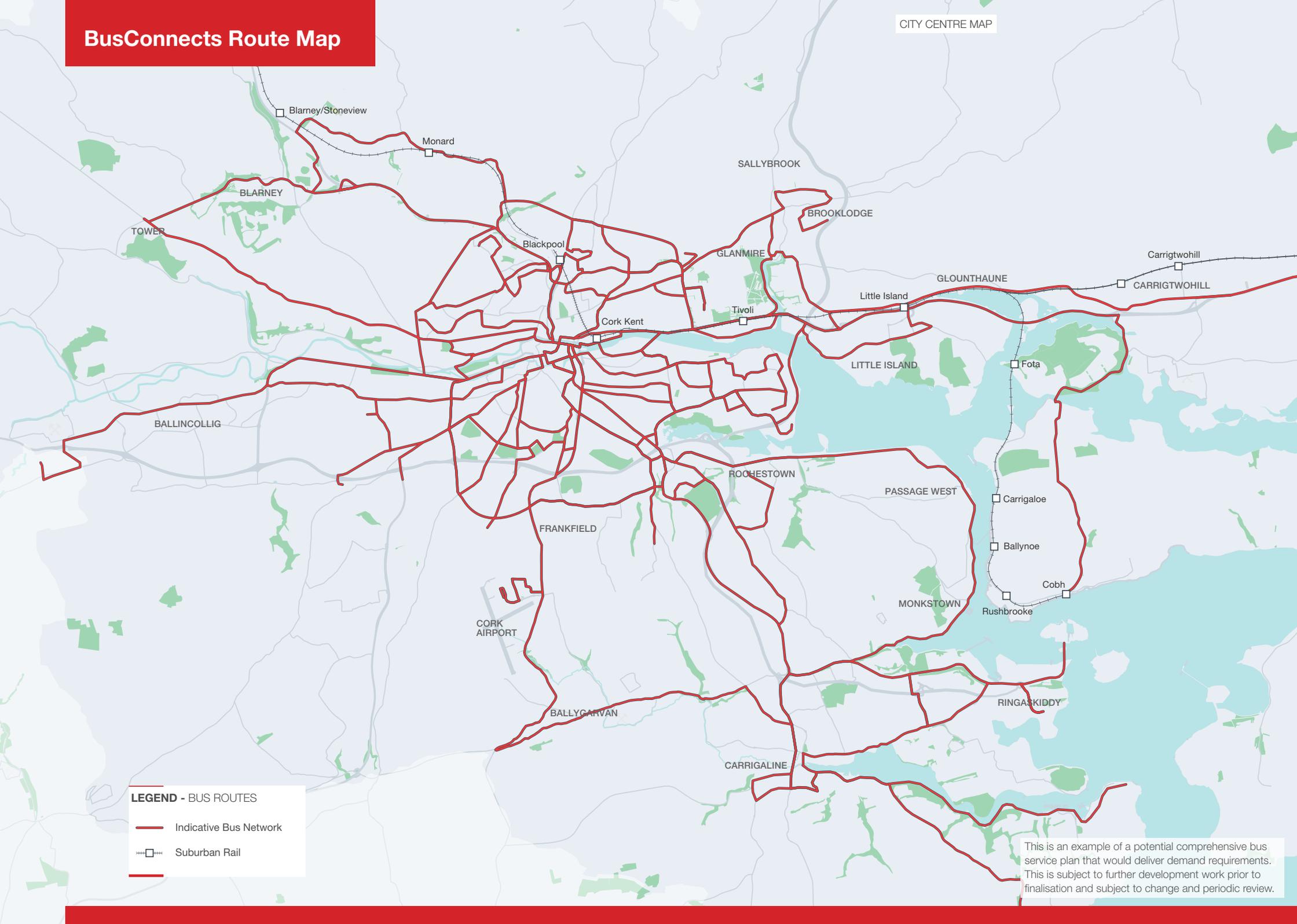


## COST ESTIMATE

 Strategy cost estimate is approximately **€545m**

# BusConnects Route Map

CITY CENTRE MAP



## LEGEND - BUS ROUTES

— Indicative Bus Network

-□- Suburban Rail

This is an example of a potential comprehensive bus service plan that would deliver demand requirements. This is subject to further development work prior to finalisation and subject to change and periodic review.



## Walking

All journeys begin and end by walking irrespective of other modes used. A range of high quality, public realm improvements have been implemented in recent years to include pedestrian priority areas, wider footways and improved crossing facilities in Cork City Centre and Ballincollig Town Centre and resulted in a reasonably high-quality walking environment and increased footfall and vitality in many of its streets. However, the quality of the pedestrian environment is inconsistent across the CMA with a range of barriers to walking including street clutter, insufficient footpath widths and crossing opportunities. Cork, with its relatively compact City Centre and reasonably self-sufficient Metropolitan Towns, has significant potential to enhance the pedestrian experience to enhance the pedestrian experience. Walkability Audits will be carried out with a view to assessing footway widths, public lighting, wayfinding, permeability and removing street clutter in the early part of the Strategy.

Key outcomes for walking in the Strategy include:

- An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);
- Address the barriers that prevent citizens and visitors from walking more in Cork;
- The creation of an attractive, safe, fully permeable and accessible environment for all ages and abilities in line with DMURS and Universal Design principles;
- Facilitate walking's role as part of linked trips, particularly with rail and bus journeys;

- Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car; and
- Upgrade pedestrian network in tandem with the implementation of BusConnects, Cycle Network and Light Rail stations.

The over-arching objective for walking is to ensure that the pedestrian environment is significantly enhanced, more attractive, accessible and safer than at present. Walking will be an instinctive choice for short trips across the CMA including school trips, leisure trips and as part of linked trips with public transport.

## Cycling

Cycling is a low cost, sustainable and growing mode of transport in the Cork Metropolitan Area. The NDP 2018-2027 commits to the delivery of walking and cycling networks for all of Ireland's cities.

Key priorities for the development of the *Cork Cycle Network Plan* include:

- Designating a coherent network of east-west and north-south cycle routes across the CMA which will provide access to all major trip generators;
- The first priority in terms of access will be employment areas and third level education followed by schools. These priorities have been established to support proposed modal shift targets. Cycle links to new development areas have also been prioritised;
- Providing the highest possible Level of Service on identified corridors of high demand;

- Identifying and maximising opportunities for high quality greenways; and
  - Responding to feedback from key stakeholders and the public.
- Based on the recommendations within the *National Cycle Manual* a number of different infrastructure types are proposed at various locations within the network, including:
- Cycle Lanes: Incorporates a dedicated space adjacent to the kerb or car parking and can take the form of mandatory or advisory cycle lanes;
  - Mixed Streets: Suitable in low traffic environments where the cyclist shares the road space with motorists;
  - Cycle Tracks: Cycle tracks are different from cycle lanes in that they are physically segregated from motorised traffic in some way whether by a barrier or through a level change;
  - Cycle Trails or Greenways: Roads and paths through green areas and parks;
  - Quietways: Quietways are convenient cycle routes on lower trafficked residential streets and greenways. They are designed to be well-signposted, direct and easy to follow for those who would prefer to cycle on quieter, calmer routes.

Other supporting infrastructure measures to further develop a cycling culture in Cork will include the further roll out of bike share schemes including consideration of dockless bikes, shower and changing facilities, and a significant uplift in residential, visitor and workplace cycle parking. The objective for cycling is to develop a comprehensive network of safe Primary, Secondary, Inter-Urban and Greenway cycle routes across the CMA.

Cork will build upon recent increases in cycling levels to significantly increase the number of utility trips including those to school, work and as part of linked trips with public transport. Cycling will be prioritised in all new road projects, local traffic management schemes and permeability measures and given prominence within Local Authority structures.

## BusConnects

Buses will remain the work horse of the public transport system in Cork. Their flexibility means that routes and frequencies can be adapted to support phases of new development or as circumstances dictate. Buses will provide an increasingly important interchange service between the InterCity, suburban rail and light rail stations and the Park and Ride network. Enhancing the bus network is consistent with the NDP 2018-2027 which envisages a significantly enhanced BusConnects service for Cork by 2027. This Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM peak.

An over-arching objective is to prioritise the early delivery of bus services and bus priority. Prioritising bus services over general traffic will be critical to the delivery of an efficient, frequent and reliable bus system and forms a major part of the overall BusConnects programme.

The existing bus priority measures through Cork City are particularly limited with 14km of bus lanes. The proposed bus priority measures align with the BusConnects Network to ensure efficient, reliable and frequent services and enable interchange with rail, light rail and Park and Ride facilities.



# SUBURBAN RAIL

## PASSENGERS



Catering for up to  
**2,500**  
passengers  
per direction  
per hour



**16m**  
passengers  
per annum



## JOURNEY TIMES AND DISTANCE



**25 mins**  
from Midleton to  
Kent Station



**12mins**  
from Blarney to  
Kent Station



**25mins**  
from Cobh to  
Kent Station



**50mins**  
from Midleton /  
Cobh to Mallow



**62km**

of suburban rail network between  
Midleton, Cobh and Mallow



## RAIL NETWORK & VEHICLES



**8 new stations**  
plus improvements to Cobh,  
Mallow and Kent Stations.



**62km suburban  
rail network**  
between Midleton, Cobh and Mallow.



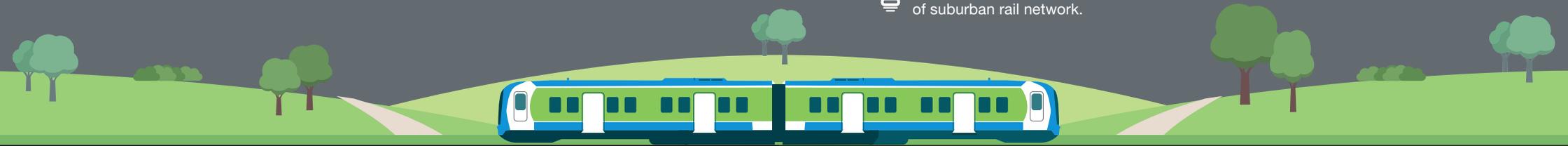
**10 km**  
of dual track to Midleton.



**22**  
new two-car  
trains required



**Electrification**  
of suburban rail network.



## CONNECTING CITY & SUBURB



Connecting with Cork Light Rail  
Network at Kent Station and the  
Cork suburban bus network



**>3,000**  
passengers  
interchanging between  
Rail, Bus and Luas at  
Kent Station in AM Peak.



**4,000**  
2-way through-  
running through  
Kent in AM  
peak hour



## COST ESTIMATE



Strategy cost  
estimate is  
approximately  
**€274m**



# Proposed Suburban Rail



# LIGHT RAIL

## PASSENGERS

Carrying  
**46million**  
passengers  
per annum

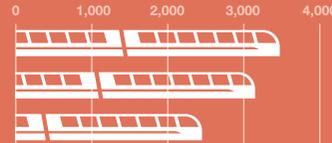
**11,400** or **4,600**  
passengers per  
direction per hour at  
2 min headway or  
5 min headway

### AM Peak Hour Passengers

Cork Light Rail 2040

Dublin Luas Green Line 2012

Dublin Luas Red Line 2012



## 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



Provide access to City Centre

**Kent Station Interchange**

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

Support Future Development of Cork Docklands

Support Development and Expansion of tertiary education corridor

Support Future Development

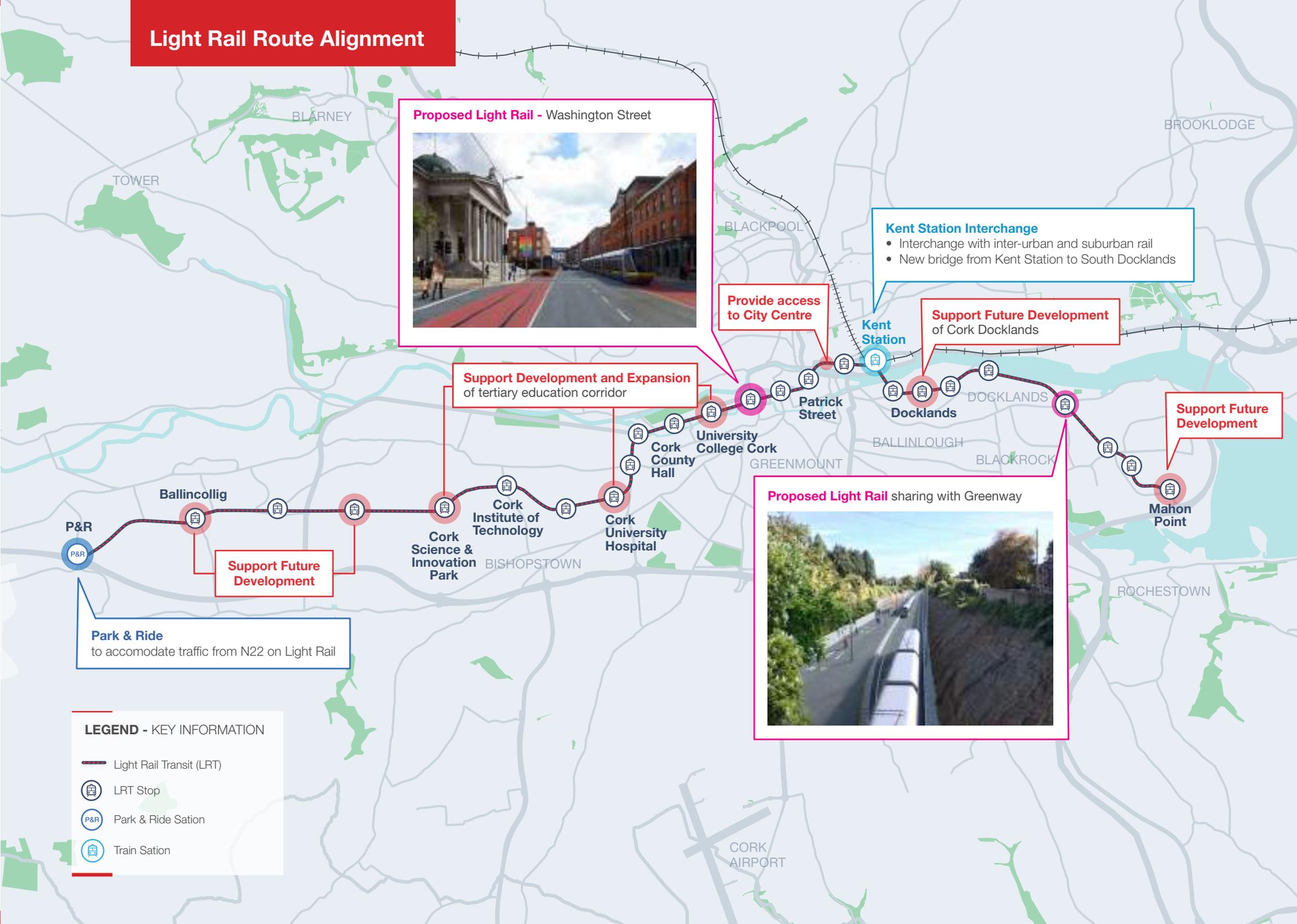


**Park & Ride**  
to accommodate traffic from N22 on Light Rail

Support Future Development

**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



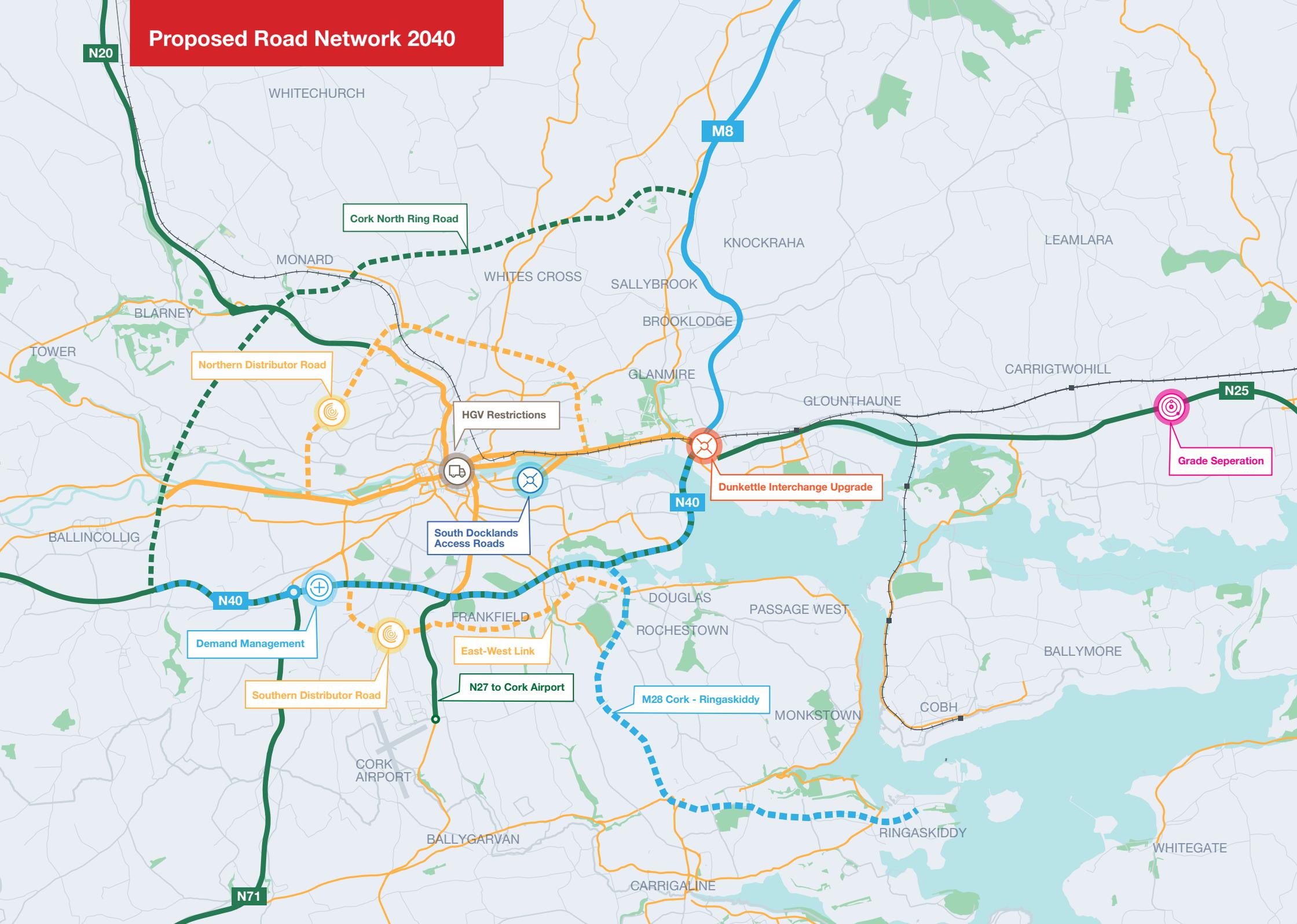
**ITS & UTC**  
Intelligent Transport Systems  
& Improvements to Urban  
Traffic Control



Strategy cost  
estimate is  
approximately  
**€1.39bn**



# 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 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.

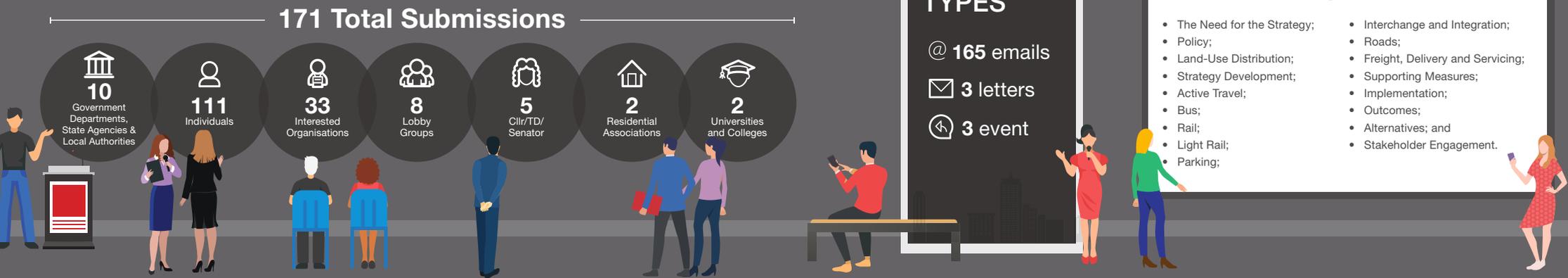
	SHORT TERM	MEDIUM TERM	LONG TERM
Timeframe	UP TO 2026	UP TO 2031	UP TO 2040
<b>Cork Suburban Rail Network</b>			
Through Running at Kent Station			
Increase service frequency to 3tph from Midleton and Cobh			
Kent Station Platform Improvements			
Bypass loops at new stations on line north of Kent Station			
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			
<b>Light Rail</b>			
Route Alignment Reservation and Interim Bus route			
Interim Bus Service O&M			
Planning and Design of LRT			
Construction and Implementation of LRT			
<b>Bus</b>			
Bus Network Implementation			
<b>Park &amp; Ride</b>			
New Park & Ride Sites			
<b>Cycling</b>			
Primary Network			
Secondary Network			
Feeder Network			
Inter Urban			
Greenways			
<b>Walking</b>			
Footpaths and Walking Provision			
<b>Road Network</b>			
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			

# PUBLIC CONSULTATION

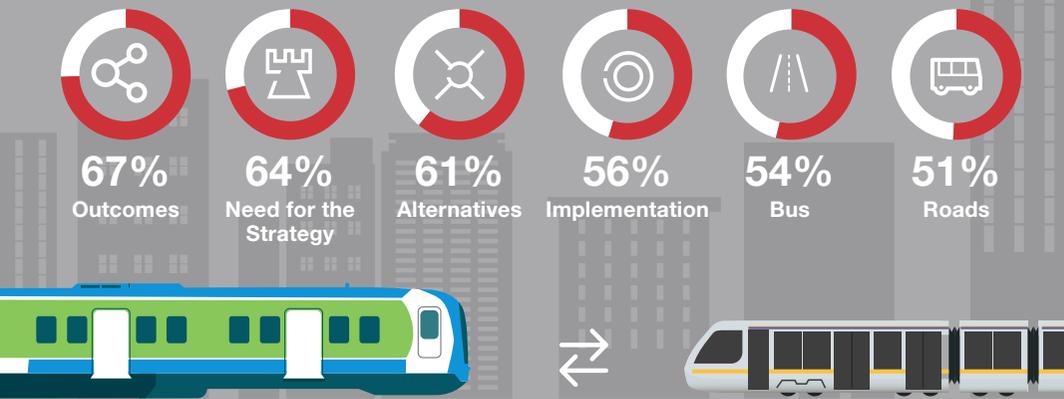
## PUBLIC EVENTS



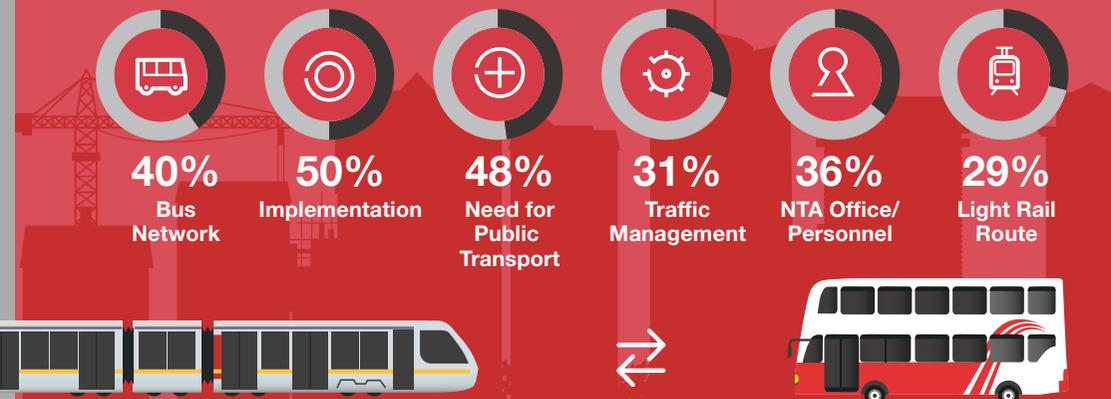
## SUBMISSIONS



## SUBMISSIONS BY CATEGORY



## SUBMISSIONS BY SUB CATEGORY





# 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 Carrighoun 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.

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.

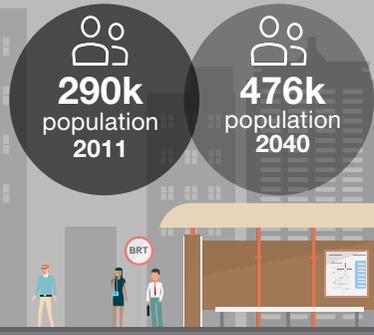
Careful consideration was given to this feedback and has been integrated into the final Strategy, where appropriate.



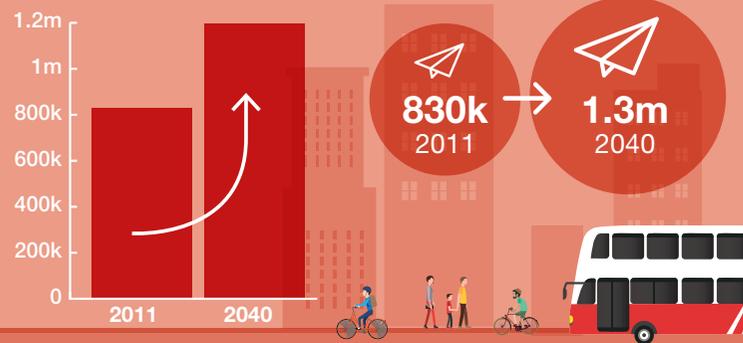
EXAMPLE OF GREENWAY AT CHETWYND VIADUCT

# STRATEGY OUTCOMES

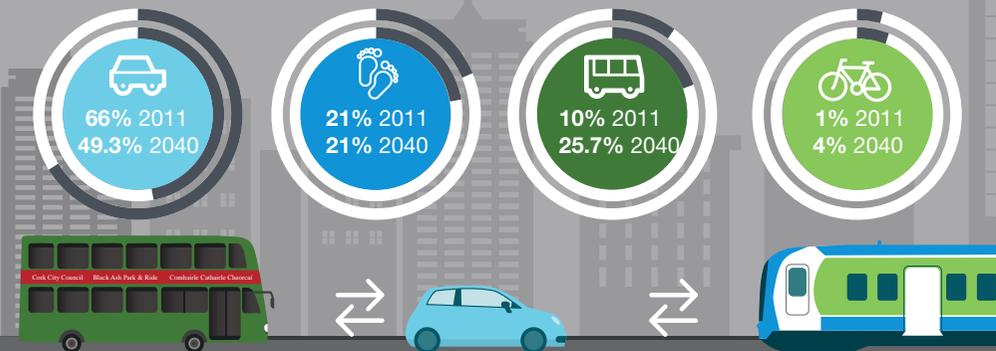
## FUTURE GROWTH



## DAILY DEMAND FOR TRAVEL



## AM PEAK MODE SHARE 2011 - 2040



## ACCESSIBILITY AND SOCIAL INCLUSION



Social Inclusion: **up to 10.9%** increase in PT mode share for disadvantaged and very disadvantaged areas

## SAFETY & ENVIRONMENTAL

Over a 30 year strategy period



Environmental: 46,000 tonnes pa reduction in vehicular emissions

## ECONOMY & COST ESTIMATE

Present Value of Costs: €2.3bn  
 Present Value of Benefits: €5.7bn  
 Net Present Value: €3.7bn  
 Benefit to Cost Ratio: 2.48

Total Strategy Cost Estimate: €3.5bn

## List of Acronyms

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

