



**Cork Metropolitan Area Transport Strategy**  
**Public Consultation Report**

**October 2019**

National Transport Authority,  
Dun Scéine,  
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Dublin 2.

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	Name	Position	Date
<b>Originated by</b>	Jennifer Egan	Graduate Transport Planner	23 <sup>rd</sup> July 2019
<b>Checked by</b>	Kiera Bergin	Stakeholder Engagement and Communications Professional	26 <sup>th</sup> August 2019
<b>Reviewed by</b>	Ciara Murphy	Communications Lead	3 <sup>rd</sup> September 2019
<b>Approved by</b>	John Paul FitzGerald	Project Manager	4 <sup>th</sup> September 2019
<b>NTA Review</b>	Hugh Creegan	Project Director NTA	18 <sup>th</sup> September 2019

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<b>Originated by</b>	Jennifer Egan	Graduate Planner	4 <sup>th</sup> October 2019
<b>Checked by</b>	Ciara Murphy	Communications Lead	10 <sup>th</sup> October 2019
<b>Approved by</b>	John Paul FitzGerald	Project Manager	10 <sup>th</sup> October 2019
<b>NTA Review</b>			

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	Name	Position	Date
<b>Originated by</b>			
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<b>NTA Review</b>			

# CONTENTS

CONTENTS	i
<b>1 Executive Summary</b>	<b>3</b>
1.1 Introduction	3
1.2 Background	3
1.3 Consultation Publicity and Activity	3
1.4 Feedback from Public Consultation	4
1.5 Response to Feedback from Public Consultation	4
1.6 Next Steps	4
<b>2 Introduction</b>	<b>5</b>
2.1 Project Background	5
2.2 Project Development	5
<b>3 Pre-Consultation Stage</b>	<b>7</b>
3.1 Key Stakeholder Engagement	7
3.2 Steering Meeting	8
3.3 Demand Analysis Workshop	8
3.4 Network Options Workshop	8
3.5 Planning Sheets Workshop	9
3.6 Final Workshop	9
3.7 Ad-Hoc Meetings and Liaison	9
3.8 Outcome of Advance Consultation Process	10
<b>4 Consultation Stage</b>	<b>11</b>
4.1 Publication of draft CMATS	11
4.2 Launch of draft CMATS	11
4.3 Publicity and Activity	14
4.4 Displays at Cork City Hall and Cork County Hall	15
4.5 Direct Engagement	15
4.6 Key Stakeholder Briefings	16
<b>5 Feedback Received</b>	<b>18</b>
<b>6 Analysis of Feedback</b>	<b>19</b>
6.1 Introduction	19
6.2 Methodology	19
6.3 Submissions Overview	20
<b>7 Feedback from Public Consultation</b>	<b>23</b>
7.1 The Need for the Strategy	23
7.2 Response	24
7.3 Policy	25
7.4 Existing Transport	28
7.5 2040 CMATS Land-Use	29
7.6 Strategy Development	32
7.7 Walking	36
7.8 Cycling	39

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7.9	Bus	43
7.10	Rail	48
7.11	Light Rail	51
7.12	Parking	54
7.13	Public Transport Interchange and Integration	56
7.14	Roads	58
7.15	Freight, Delivery and Servicing	63
7.16	Supporting Measures	67
7.17	Implementation	70
7.18	Outcomes	75
7.19	Alternatives	78
7.20	Stakeholder Engagement	87
7.21	Supporting Documents	89
8	Next Steps	91

# 1 Executive Summary

## 1.1 Introduction

Over 170 stakeholders participated in the *Cork Metropolitan Area Transport* draft *Strategy's* (the draft *Strategy*) first non-statutory public consultation by attending events and making submissions. The consultation period ran from 14<sup>th</sup> May to the 28<sup>th</sup> June 2019.

This Report details the consultation activities undertaken and sets out a summary of the feedback received.

## 1.2 Background

The Cork Metropolitan Area is in the midst of an exciting phase of its development, with the *National Planning Framework (NPF) 2040* envisaging that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% population increase by 2040. This projected population increase and associated economic growth will result in a significant increase in the demand for public transport which must be managed and planned for carefully to safeguard and enhance Cork's attractiveness to live, work, visit and invest in. At present, there is limited capacity within the Cork Metropolitan Area (CMA) transport network to cater for additional motor traffic and the current capacity will need to be allocated more efficiently. Land-use and transportation planning will need to be far more closely aligned to reduce the need to travel by car and support the functioning of a sustainable, integrated transport system.

The draft *Cork Metropolitan Area Transport Strategy 2040* (the draft '*Strategy*') has been developed in response to this projected demand by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

## 1.3 Consultation Publicity and Activity

Transport planning frequently affects a great variety of different economic and social interest groups either positively or negatively, which often results in complex relationships between all stakeholders. Therefore, public participation is an essential element of the development of this *Strategy*. It is imperative that it is developed in a collaborative and informed manner. The National Transport Authority is committed to facilitating this participation and ensuring this continues throughout the lifecycle of the *Strategy* and its implementation.

The period of public consultation ran for a total of six weeks, during which five public information events were held around the Cork Metropolitan Area and stakeholders were invited to make submissions in response to the publication of the draft *Strategy*.

Advertisements promoting the consultation were taken out in local and regional media and a number of articles were published about the draft *Strategy* and the associated consultation in national and regional newspapers, along with a number of online articles and radio and television coverage. The National Transport Authority's website was also used to publicise the consultation. Consultation material was made available to download on <https://www.nationaltransport.ie/>.

At the official launch of the consultation on Tuesday 14<sup>th</sup> May 2019, several stakeholders and organisations were invited to attend including Chief Executives of the Cork City Council and Cork County Council, public representatives and various media outlets.

A more detailed outline of Consultation Publicity and Activity is presented in Chapter 4: Consultation Stage.

## 1.4 Feedback from Public Consultation

All written feedback received by the CMATS project team as part of the public consultation on the draft *Strategy* has been acknowledged, recorded and is summarised in this Report. All feedback has been reviewed by the project team and summarised by theme. Feedback includes the issues raised and feedback provided by interested stakeholders and members of the public during the consultation. Feedback is presented in Chapter 7.

## 1.5 Response to Feedback from Public Consultation

The National Transport Authority has listened carefully to the queries received and the views expressed by stakeholders throughout the consultation period. The feedback received will be considered and the final strategy will be updated to incorporate this feedback, where appropriate.

## 1.6 Next Steps

The publication of this Report is another milestone in the ongoing development of the *Cork Metropolitan Area Transport Strategy 2040*. The National Transport Authority is currently finalising the *Strategy* and accompanying Strategic Environmental Assessment (SEA) and Natura Impact Statement (NIS), which will incorporate stakeholder feedback, where appropriate.

The National Transport Authority envisages that the final *Strategy* will be published later this year.

## 2 Introduction

### 2.1 Project Background

The Cork Metropolitan Area is in the midst of an exciting phase of development. The *National Planning Framework (NPF) 2040* envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% population increase by 2040. This projected population increase and associated economic growth will result in a significant increase in the demand for public transport. This demand needs to be managed and planned carefully to safeguard and enhance Cork's attractiveness to live, work, visit and invest in.

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

To address this challenge, the draft *Cork Metropolitan Area Transport Strategy (CMATS) 2040* (the 'Strategy') has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council, and in association with Jacobs Consulting Engineers (Jacobs) and Systra.

### 2.2 Project Development

The methodology for the development of the draft *Strategy* was undertaken on a step-by-step basis, from: reviewing the existing policy and baseline conditions, undertaking a detailed future demand analysis, developing transport options, optimisation of land-use to align with high-performing transport corridors, developing the draft *Strategy* for public consultation and subsequently finalising the *Strategy*, as shown in Figure 2-1.



Figure 2-1: Methodology for the development of the draft *Strategy*.

This Report details the consultation process undertaken by the project team during the first round of non-statutory public consultation on the draft *Strategy* and provides a summary of the feedback received during consultation. The feedback received has been reviewed by the project team. Themes and common issues that arose during the submission analysis stage have been documented in Chapter 7.

The NTA recognises that it is imperative for the *Strategy* to be developed in a collaborative and informed manner and is committed to ensuring this continues throughout the lifecycle of the *Strategy* and its implementation.



### 3 Pre-Consultation Stage

#### 3.1 Key Stakeholder Engagement

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. Early engagement with stakeholders is an important aspect of strategic planning. Key stakeholder engagement consisted of a series of steering meetings, technical workshops and presentations.

At critical points in the development of CMATS, the NTA invited feedback from stakeholders. Therefore, stakeholders had an opportunity to shape and influence the development of the draft *Strategy* from its conception in a meaningful way. Stakeholders who contributed include:

- Members of Cork City Council;
- Members of Cork County Council;
- Transport Infrastructure Ireland (TII);
- National Transport Authority (NTA); and
- Cork National Roads Design Office (CNRDO).

**Table 3-1 : Details of advance consultation meetings and workshops with stakeholders.**

Workshop	Date	Attendees
Steering Group Meeting	11 <sup>th</sup> May 2017	<ul style="list-style-type: none"> <li>■ NTA</li> <li>■ Cork City Council</li> <li>■ Cork County Council</li> </ul>
Demand Analysis Workshop	5 <sup>th</sup> July 2017	<ul style="list-style-type: none"> <li>■ NTA</li> <li>■ TII</li> <li>■ Cork City Council</li> <li>■ Cork County Council</li> </ul>
Network Options Workshop	5 <sup>th</sup> September 2017	<ul style="list-style-type: none"> <li>■ NTA</li> <li>■ TII</li> <li>■ Cork City Council</li> <li>■ Cork County Council</li> </ul>
Planning Sheets Workshop	21 <sup>st</sup> December 2017	<ul style="list-style-type: none"> <li>■ NTA</li> <li>■ Cork City Council</li> <li>■ Cork County Council</li> </ul>
Steering Group Workshop	19 <sup>th</sup> April 2018	<ul style="list-style-type: none"> <li>■ NTA</li> <li>■ TII</li> <li>■ Cork City Council</li> <li>■ Cork County Council</li> <li>■ Roads Design Office</li> </ul>

## 3.2 Steering Meeting

The first steering meeting, held on 11<sup>th</sup> May 2017 at Cork City Hall, was attended by representatives of the National Transport Authority, Cork City Council and Cork County Council. It was chaired by Jacobs and Systra.

The three main areas of discussion during the first steering meeting were:

- Land-use assumptions;
- Approach to consultation and engagement; and
- Development of transport options.

It was agreed that the next key steps were:

- Stakeholders to provide feedback on key transport challenges to incorporate into next workshop;
- Options Workshop to be organised; and
- Summary of demand analysis to be prepared and presented to stakeholders.

## 3.3 Demand Analysis Workshop

The first workshop, held on the 5<sup>th</sup> July 2017 at Cork City Hall, was attended by representatives of the National Transport Authority, Transport Infrastructure Ireland, Cork City Council and Cork County Council. The workshop was presented and chaired by Jacobs and Systra.

The purpose of this workshop was to agree on a strategy approach and methodology.

The main areas of discussion were:

- Demand Analysis;
- Transport Challenges Identification;
- Corridor Analysis; and
- Supporting Proposals.

## 3.4 Network Options Workshop

The second workshop, held on the 5<sup>th</sup> September 2017 at Clayton Hotel, was attended by representatives of the National Transport Authority, Transport Infrastructure Ireland, Cork City Council and Cork County Council. The workshop was presented and chaired by Jacobs and Systra.

The objectives of this workshop were to:

- Receive input from the various stakeholders to the network development;
- Critically review the network proposals at all levels;
- Understand local issues and context; and
- Provide direction on network options going forward.

In relation to the overall methodology outlined in Figure 2-1, this workshop was to facilitate stages three and four - Evaluate against Demand and Optimisation of Land Use. This workshop helped gain consensus on the network-wide transport options being considered following a critical review from smaller discussion groups. The workshop resulted in an Emerging Preferred Option.

### 3.5 Planning Sheets Workshop

The third workshop was held on the 21<sup>st</sup> December 2017. It was presented by representatives of the National Transport Authority, Cork City Council and Cork County Council, Jacobs and Systra. The purpose of this meeting was to present:

- Outline methodology for developing 2040 NPF growth levels;
- Outline methodology for settlement level distribution of 2040 NPF growth;
- Identify distribution options and ranges of development intensities; and
- Obtain feedback from stakeholder.

Feedback was received on the preferred distribution options and localised development distribution and intensity. This was used to finalise the forecast growth on which CMATS was assessed.

### 3.6 Final Workshop

The fourth and final workshop, held on 19<sup>th</sup> April 2018 at the Imperial Hotel, was attended by representatives of the National Transport Authority, Transport Infrastructure Ireland, Cork City Council and Cork County Council. It was chaired by Jacobs and Systra.

The main areas of discussion were:

- Land use, methodology and strategy development;
- Growth distribution;
- Bus network development;
- Suburban rail network;
- Light rail network;
- Cycle and walking network;
- Park and Ride;
- Phasing and implementation; and
- Next steps.

In relation to the overall methodology, this workshop facilitated Stage Five – Preferred Transport Strategy. It identified a preferred strategy network and the optimisation of land-use to align with high performing transport corridors.

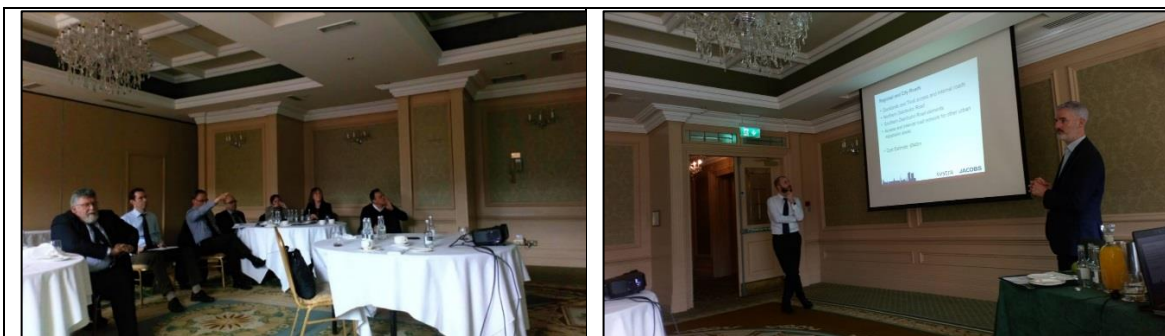


Figure 3-1: Final Stakeholder Workshop

### 3.7 Ad-Hoc Meetings and Liaison

Several individual presentations and meetings with key stakeholders took place outside of these dates. These included regular updates to key stakeholders including:

- National Transport Authority Board - June 2018;
- Senior management of Cork County Council – 30<sup>th</sup> September 2018; and
- Senior management of Cork City Council - 1<sup>st</sup> April 2019.

### **3.8 Outcome of Advance Consultation Process**

Following the issue of the draft *Strategy* Report to key stakeholders, they were invited to provide feedback. All comments were received and noted, including comments from internally within the NTA. All feedback was given due consideration and integrated where appropriate in the finalisation of the draft *Strategy* before it was published for public consultation.

The stakeholder engagement during the advance consultation process resulted in the broadening of the main public consultation scope beyond what was originally envisaged.

## 4 Consultation Stage

### 4.1 Publication of draft CMATS

The NTA published the draft *Cork Metropolitan Area Transport Strategy* for the first non-statutory public consultation on the 14<sup>th</sup> May 2019. Our approach to public consultation was a significant step change above the original intention. This was influenced by the feedback received from key stakeholders during the advanced consultation process.

The public consultation period ran for six weeks from 14<sup>th</sup> May 2019 to 28<sup>th</sup> June 2019. Throughout this period members of the public, relevant stakeholders and interested parties were invited to share their views and opinions on the draft *Strategy*, its associated supporting documents and the Strategic Environmental Assessment (SEA) Scoping Report and Appropriate Assessment (AA).

### 4.2 Launch of draft CMATS

The draft *Cork Metropolitan Area Transport Strategy 2040* was officially launched on Tuesday 14<sup>th</sup> May 2019 at Páirc Uí Chaoimh, Ballintemple, Cork.

The launch comprised two separate morning and afternoon sessions at which an overview of the draft *Strategy* was presented by Anne Graham, CEO of the National Transport Authority (NTA), Ian Byrne of SYSTRA and John Paul FitzGerald of Jacobs.

Elected members of both Cork City Council and Cork County Council, and TDs, Senators and MEPs representing the Cork Metropolitan Area were invited to attend the morning session.

The afternoon session was attended by a number of senior staff members from both local authorities and a number of stakeholder groups including the Transport Mobility Forum (TMF) and the Cork Cycling Campaign.

The launch 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;
- RedFM;
- The Carrigdhoun Newspaper; and
- The Journal.ie.



Figure 4-1: CEO of the NTA, Anne Graham, presenting at the launch of the draft *Strategy*.



Figure 4-2: Hard copies of the draft *Strategy* were made available to attendees at the launch.





Figure 4-3: The launch of the *draft* Strategy took place at Pairc Uí Chaoimh on the 14<sup>th</sup> May 2019.

### 4.3 Publicity and Activity

The draft *Strategy* and its accompanying supporting documents were published and made available to download on the NTA's website following the consultation launch on 14<sup>th</sup> May 2019, at the following address: <https://www.nationaltransport.ie/public-consultations/current/>.

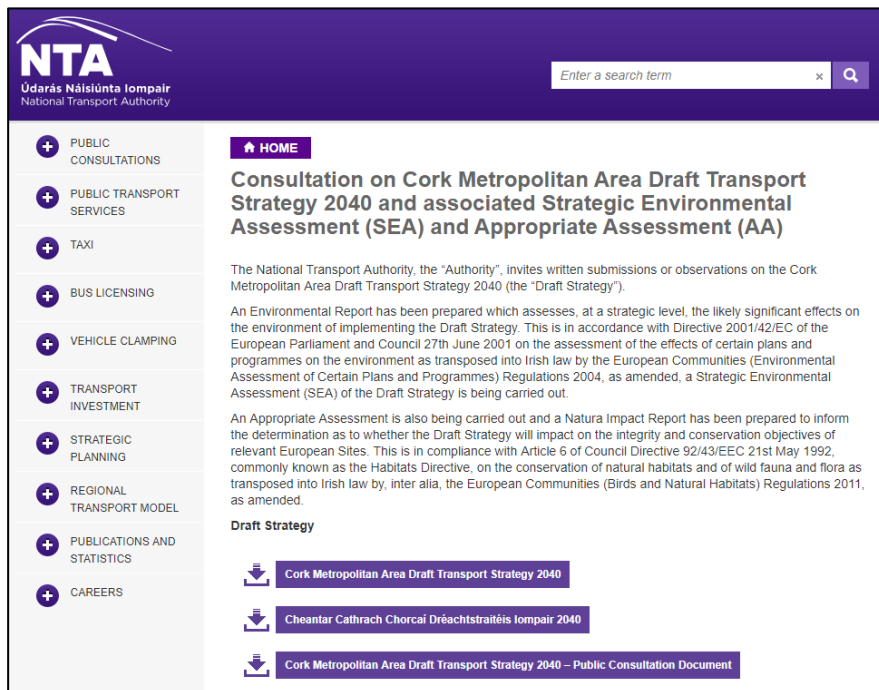


Figure 4-4: Screenshot of the NTA's webpage displaying the CMATS documents.

A range of communications tools were utilised to generate awareness and interest throughout the consultation period. These included:

- Launch of the draft *Strategy* at Pairc Uí Chaoimh on 14<sup>th</sup> May 2019 for elected members and senior management of both local authorities, interested stakeholders and media outlets;
- Advertisements in national and local press;
- Engagement through traditional and social media;
- NTA website;
- NTA Twitter account @TFlupdates;
- Direct engagement with stakeholders; and
- A dedicated email address.



Figure 4-5: Sample tweet from the Transport for Ireland twitter account.



## 4.4 Displays at Cork City Hall and Cork County Hall

To ensure that CMATS and its accompanying documents were easily accessible, hard copies of the draft *Strategy* 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 the 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 available upon request through the dedicated email and at all public information events.



## 4.5 Direct Engagement

### 4.5.1 Public Information Events

Five Public Information Events were held during the public consultation period at various locations around the Cork Metropolitan Area. A total of 175 people attended these events (Table 4-1 shows a breakdown of attendance at each location). At each event, senior staff from the NTA and the Project Team, and senior managers and staff from Cork City Council and Cork County Council were available to provide answers to specific questions and queries from the public and to discuss the contents of the draft *Strategy*.

Table 4-1: Breakdown of dates and locations of the five Public Information Events held during the consultation period.

Location	Date	No. of Attendees
Imperial Hotel, Cork City	5 <sup>th</sup> June 2019	46
Oriel House, Ballincollig	6 <sup>th</sup> June 2019	44
Radisson Blu, Little Island	12 <sup>th</sup> June 2019	26
Carrigaline Court Hotel	13 <sup>th</sup> June 2019	25
Blarney Castle Hotel	19 <sup>th</sup> June 2019	34
<b>Total</b>		<b>175</b>

In addition to formal submissions received at the open days, the Project Team endeavoured to capture the views and feedback provided by stakeholders during these events.

Copies of the draft *Strategy* were available for attendees to view, as well as copies of the draft *Strategy's* Public Consultation document which were available for attendees to take home. Other consultation materials on display included pull-up banners exhibiting key information and maps from the draft *Strategy* and a digital presentation.

## 4.6 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 - 17<sup>th</sup> May 2019;
- City Lead Thinkers event – 17<sup>th</sup> May 2019;
- Transport and Mobility Forum – 12<sup>th</sup> June 2019;
- Cork City Council's Strategic and Economic Development Policy Committee – 17<sup>th</sup> June 2019;
- Cork City Council's Roads and Transportation Policy Committee - 17<sup>th</sup> June 2019; and
- Cork Transport and Mobility Forum Café – 20<sup>th</sup> September 2019.

### 4.6.1 Transport Mobility Forum (TMF)

The Transport and Mobility Forum (TMF) comprises key stakeholders across the Cork Metropolitan Area including representatives of the following organisations:

- Bus Éireann;
- Irish Rail;
- University College Cork (UCC) Commuter Plan Manager;

- Cork Institute of Technology (CIT);
- Cork City Public Participation Network (PPN);
- TMF Coordinator – Sandy McGroarty;
- An Taisce – Green Schools Travel;
- Cork Environment Forum (CEF);
- Members of the Chamber of Commerce Public Affairs Executive;
- Cork Cycling Campaign;
- Cork City Council Roads and Transportation; and
- Health Service Executive (HSE) - Health Promotion.

Kevin Burke of Jacobs presented an overview of CMATS to the Transport and Mobility Forum. Both Kevin and Owen Shinkwin of the NTA took questions from the group on specific items relating to public transport, walking and cycling, permeability proposals and potential early wins.

## 5 Feedback Received

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

- **Email:** corktransport@nationaltransport.ie;
- **Post:** Cork Metropolitan Area Transport Strategy, National Transport Authority, Dun Scéine, Harcourt Lane, Dublin 2, D02 WT20; and
- Submissions could be written and submitted at each public information event.

A total of 171 stakeholders made a submission during the six-week consultation period, with some stakeholders submitting multiple submissions. A breakdown of these stakeholders, which ranged from individual residents to Government departments, is set out in Table 5-1 below.

The following chapters present the key themes that emerged during an analysis of feedback received.

**Table 5-1: Breakdown of stakeholders by category.**

Category	Number
Government Departments, State Agencies and Local Authorities	10
Cllr/TD/Senator	5
Lobby Groups	8
Interested Organisations	33
Residential Associations	2
Universities and Colleges	2
Individuals	111
<b>Total</b>	<b>171</b>

## 6 Analysis of Feedback

### 6.1 Introduction

This section of the Report briefly outlines the approach taken to analyse the 171 submissions received during the first non-statutory public consultation period for the draft *Strategy*.

### 6.2 Methodology

Each and every submission received via email, post and at events has been acknowledged and reviewed in its entirety. All personal data of the individuals who made submissions is not documented within this report and is being held in accordance with GDPR 2018. Following a review of the feedback received, the key themes which emerged are as follows:

- 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.

The following chapters form an analysis of stakeholder feedback including direct quotes from submissions, while others are a summary of similar issues raised by a number of stakeholders. The views contained in these sections do not necessarily reflect the views of the National Transport Authority but represent the views of the stakeholders who made submissions as part of the public consultation process. The issues represented in this Report are in the order in which they appear in the draft *Strategy*, and thus there is no bias implied by the order in which they are addressed. Some feedback may be relevant to several themes and may therefore be addressed under several headings. Many respondents commented on the specifics of individual projects which are subject to individual feasibility studies and subject to their own planning process, thus may not be reflected in the Report.

### 6.3 Submissions Overview

The following tables and figures present the results of the overall analysis of the 171 submissions received during the public consultation period. Table 6-1 outlines the themes/categories that were mentioned most frequently, and Table 6-2 outlines the sub-categories.

A 'mention' does not imply whether a comment was positive or negative or to what extent it was discussed in a submission.

**Table 6-1: Most frequent mentions by category.**

Most Frequent Mentions (by Category)	
Outcomes	67%
Project Need	64%
Alternatives	61%
Implementation	56%
Bus	54%
Roads	51%

**Table 6-2: Most frequent mentions by sub-category.**

Most Frequent Mentions (by Sub-Category)	
Bus Network	40%
Implementation	50%
Need for Public Transport	48%
Traffic Management	31%
NTA Office and Personnel	36%
Light Rail Route	29%

Figures 6-1 and 6-2 present the category and sub-category mentions as a percentage of the overall mentions.

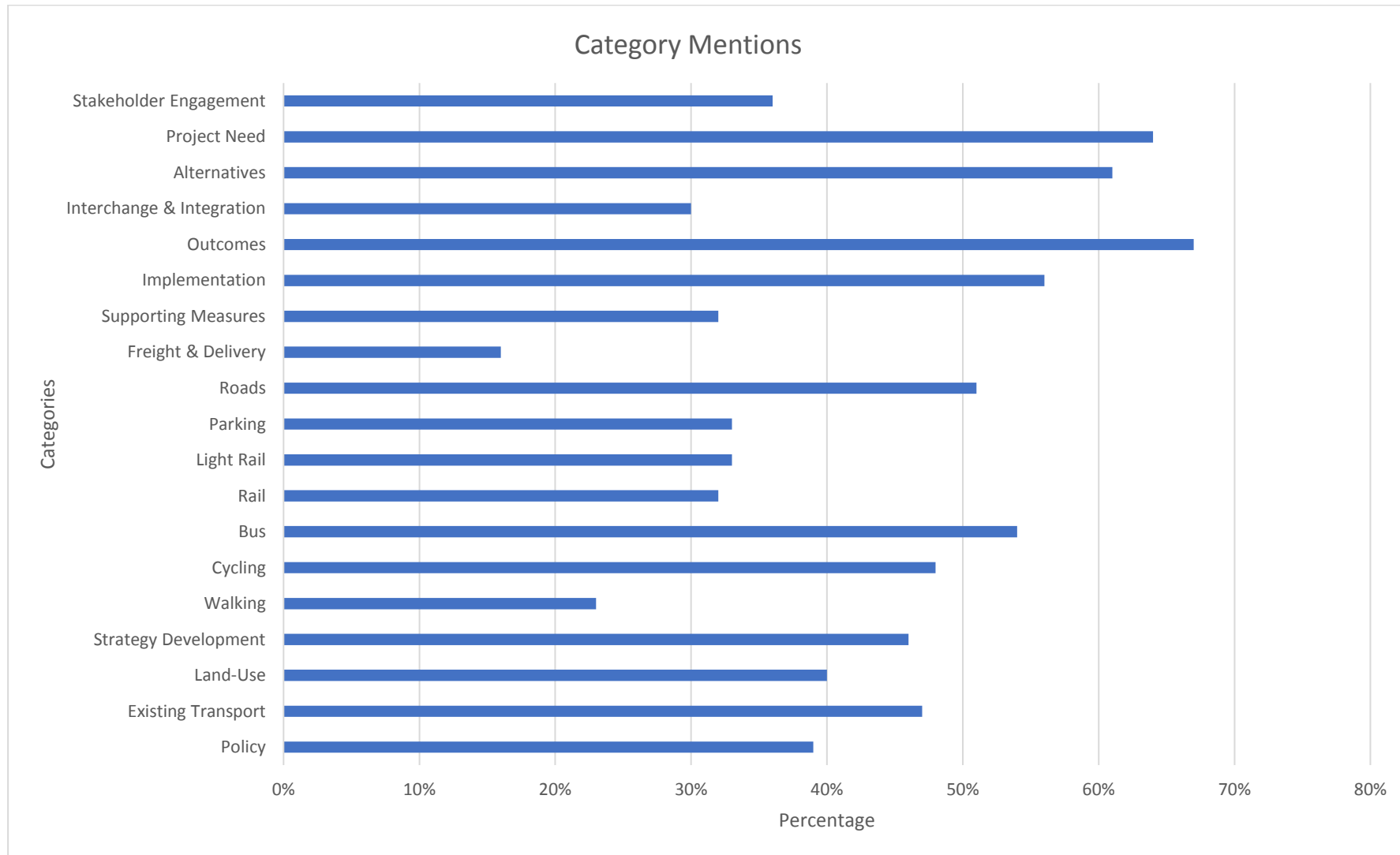


Figure 6-1: Category mentions as a percentage of the overall total of mentions.

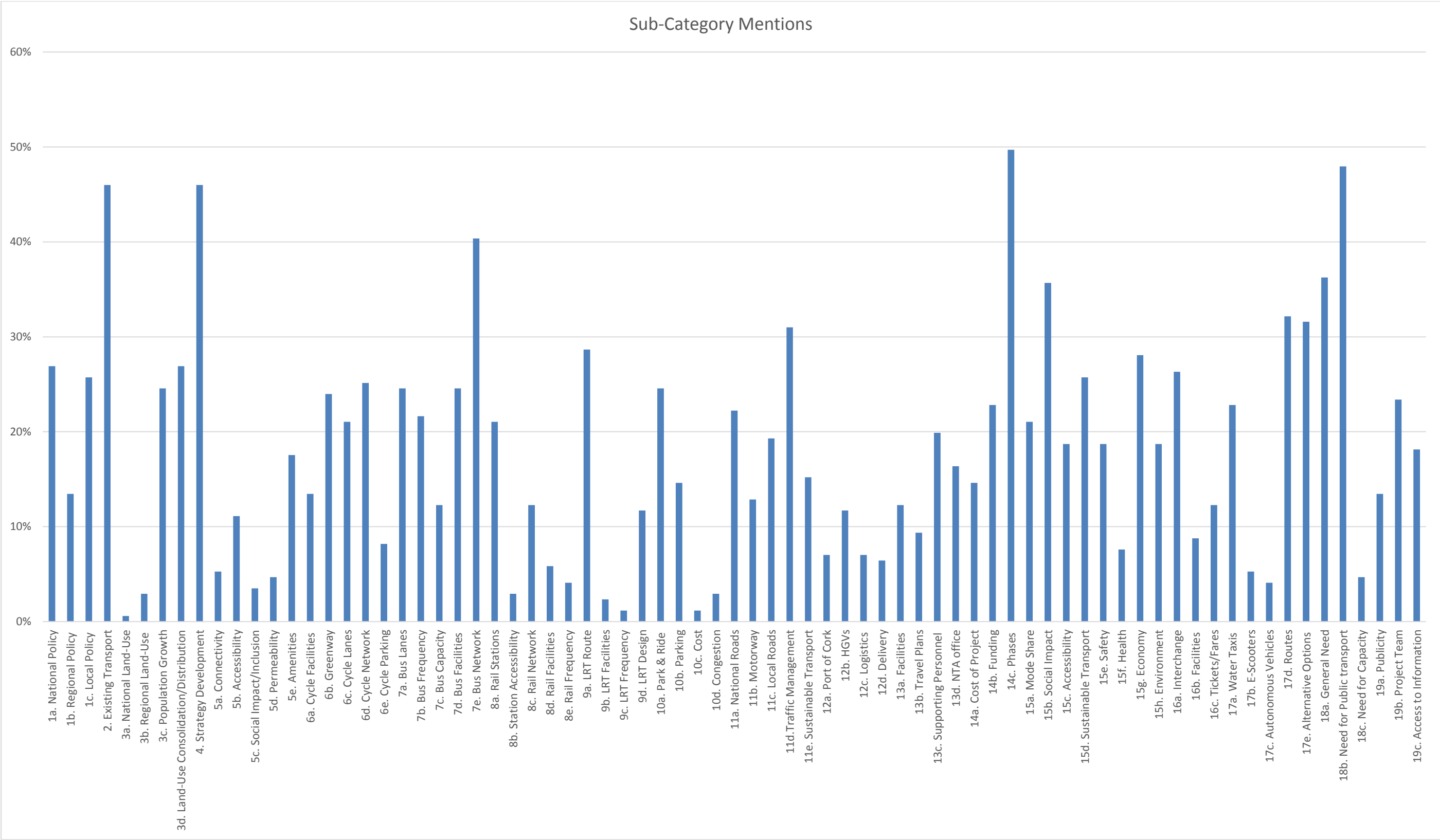


Figure 6-2: Graph presenting the frequency of mentions per sub-category as a percentage of the overall total of mentions.



## 7 Feedback from Public Consultation

### 7.1 The Need for the Strategy

Figure 7-1 details the breakdown of feedback received under the theme of 'Need for the Strategy'. It shows that of submissions referring to the need for the strategy, 54% were related to Public Transport, 41% were related to general need and 5% were related to network capacity.

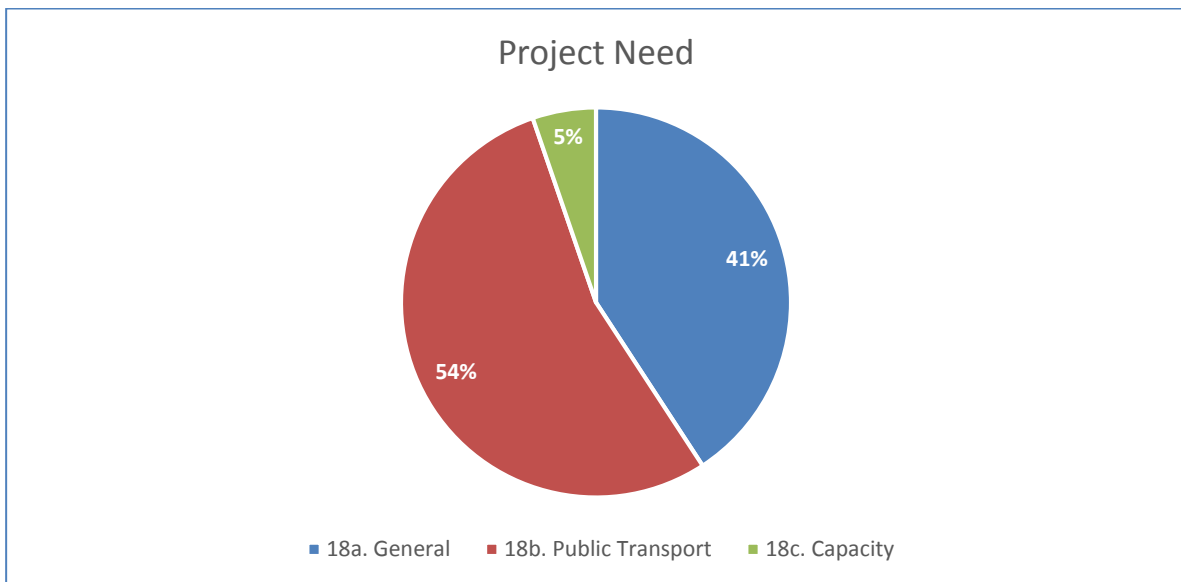


Figure 7-1: Graph representing a breakdown of how 'The Need for the Strategy' was discussed by stakeholders.

A significant number of stakeholders welcomed the publication of the draft *Strategy* and expressed that it was long overdue. One stakeholder stated that “this project is essential for Cork and critical for the country”. It was stated that “CMATS is a welcome step in improving Cork’s transport infrastructure”. Many explicitly expressed the need to focus on public transport provision within the Cork Metropolitan Area (CMA) in the context of population growth and climate change. People Before Profit noted that “in order to move towards a green future, radical changes will be required in the way that public transport is provided” and it must be provided “with urgency if Ireland is to tackle climate change”.

One stakeholder stated that they “welcome and strongly endorse the overall CMATS proposal and philosophy, which for the first-time de-emphasises private vehicle use within the CMA. There can be no doubt that over-reliance on private vehicles is the major transport problem around Cork City. It is important to place people and not vehicles at the centre of urban design. We commend the *Strategy* for making this major philosophical break with past mobility planning”.

Some respondents recognised the need for the *Strategy* in order to support future population growth and to allow the CMA to grow in a sustainable manner, with sustainable transport having the potential to be the “defining enabler of the future prosperity and quality of life for the people of Cork” and the “key to achieving the vision for the Southern Region to be one of Europe’s most creative, innovative, greenest and liveable regions”.

Several stakeholders have identified planning applications which have been refused on the basis of insufficient public transport provision, for example in Cobh, thus, reinforcing the need for closer alignments of land-use and transportation planning. Cork County Council stated that it is critical that “CMATS clearly supports the provision of the required transport infrastructure to meet these uplifted population targets”.

Several stakeholders requested that the *Strategy* should have a statutory footing, like the *Greater Dublin Area Transport Strategy*. Several stakeholders considered that it is “essential that this transformative *Strategy* is placed on a firm statutory footing to ensure delivery”. Many respondents requested the speedy delivery of CMATS as it is imperative to achieve the successful development of the CMA as a thriving place to live, work and enjoy.

## 7.2 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding the need for the strategy including the demand for increased provision of public transport services and capacity. We acknowledge all responses and are encouraged by the positive response to the publication of the draft *Strategy* thus far.

### 7.3 Policy

Figure 7-2 details the breakdown of feedback received under the theme of 'Policy'. It shows that of submissions referring to policy, 41% were related to national policy, 21% were related to regional policy and 38% were related to local policy.

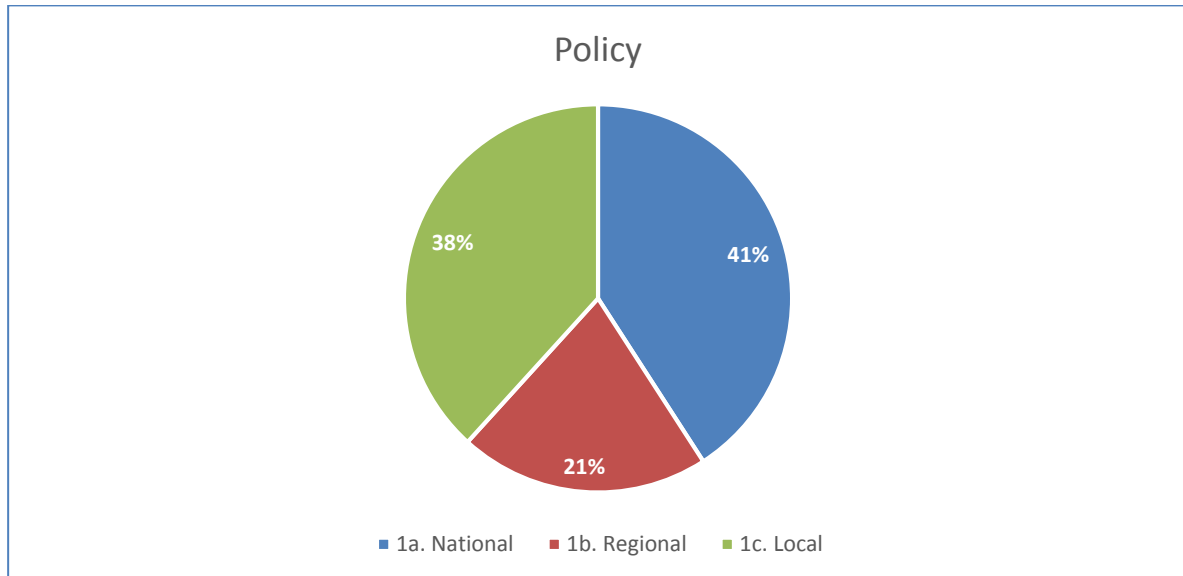


Figure 7-2: Graph representing a breakdown of how the theme 'Policy' was discussed by stakeholders.

#### 7.3.1 National Policy

A significant number of respondents are supportive of the draft *Strategy's* alignment with the *National Planning Framework (NPF) 2040* and *National Development Plan (NDP) 2018-2027*. Cork County Council considered "CMATS to be a key enabler in ensuring that the ambitious population and employment targets for the Cork Metropolitan Area set in the NPF are achieved". However, several stakeholders raised an issue with the new timeline for the completion of the M28 and noted that it is contrary to NDP objectives.

A number of stakeholders cited the cycle mode shares set by *Smarter Travel: A Sustainable Transport Future* and *National Cycle Policy Framework* and raised concerns that the draft *Strategy's* mode share outcomes are not aligned with these national documents.

One submission commented on the need for more of an emphasis on the *Design Manual for Urban Roads and Streets* in the draft *Strategy* and its guiding principles to be reflected strongly throughout.

Some respondents raised concerns with the draft *Strategy's* reference to the *Design Guide for Residential Estate Development* as it outlines a standard of two parking spaces per unit. These respondents consider it inappropriate to include this design guide, as it demonstrates bias towards car-dependent development.

One stakeholder suggested that it may be beneficial to frame the principles of the *Strategy* within the context of the United Nations Sustainable Development Goals.

One stakeholder sought clarification of the *Strategy's* relationship with the *Planning Land Use and Transport – Outlook 2040*.

#### 7.3.2 Regional Policy

Several stakeholders expressed their support for the draft *Strategy's* alignment with the Southern Regional Assembly's (the Assembly) *Regional Spatial and Economic Strategy (RSES)*, noting that

“together they will provide a vital layer of strategic policy”. The Assembly reiterated in their submission that the *Strategy* should be informed by the themes and strengthened by the transport and connectivity objectives as set out in the RSES to assist alignment of the two strategies. The Assembly listed a number of Regional Policy Objectives that are reliant on or assisted by the implementation of CMATS. As the finalised RSES is not yet published, the Assembly provided the emerging final wording in their submission where relevant, to ensure the objectives in the RSES are considered in the final CMATS.

The Assembly also recommended that all references to the *Cork Metropolitan Area Strategic Plan* (CMASP) should be updated to state that the RSES and CMASP are developed in tandem. Similarly, they recommended avoiding confusion that the CMASP is a separate process, to place the RSES and CMASP beside each other to reinforce that they are integrated processes.

### 7.3.3 Local Policy

Many potential landowners made reference to local policies in relation to their own sites, some of which have no bearing on the *Strategy* itself.

Others cited legacy policies that are referenced by the draft *Strategy* such as the *Cork Cycle Network Plan* (CCNP) and the *Cork Area Strategic Plan* (CASP), and highlighted objectives of these which were not represented in the draft *Strategy*. For example, one stakeholder noted that the proposed cycle route along the Muskerry Valley providing enhanced connectivity from the Blarney-Cloghroe direction to University College Cork was originally proposed by the CCNP but not included in the draft *Strategy*. Several stakeholders highlighted that the North-South high-frequency transit corridor proposed by CASP has not been adequately considered by CMATS.

A number of stakeholders mentioned that the provisions for the Cork Northern Ring Road have been included in local policies for years and that the implementation of the Road Network in the draft CMATS does not reflect this.

Cork County Council suggested amending the reference made to Urban Expansion Area’s (UEAs) in the draft *Strategy*, which states that they are subject to the development of masterplans by Cork County Council. The Council noted that this was not the case, and that they have been broken up into specific land use zonings and included within the respective municipal district local area plans.

The Environmental Protection Agency highlighted that the objectives of the *Cork Noise Action Plan* should be observed.

One stakeholder noted that Cork County Council’s *Strategic Land Reserve Assessment* indicates that the majority of greenfield development will occur in the southern environs of the city and noted that this is not acknowledged or addressed in the draft *Strategy*. Glounthaune Sustainable Development Committee, however, highlighted that the *Strategy* should ensure not to compromise greenbelt areas.

Cyclist.ie suggested that the cycling parking infrastructure guidelines as developed by Dublin Cycling Campaign, and adopted by Dublin City Council, be reviewed for implementation in Cork as part of the *Strategy*.

### 7.3.4 Climate Action

A number of stakeholders expressed concerns regarding the draft *Strategy*’s alignment with climate policy, noting that there is “little serious engagement between CMATS and the *National Mitigation Plan*, besides providing more sustainable options for mobility”. Submissions highlighted that the final *Strategy* should consider the requirements of the:

- Climate Action Plan;
- National Adaptation Framework;

- Developing Resilience to Climate Change in the Irish Transport Sector (non-statutory);
- Draft National Energy and Climate Plan; and
- Cork City and County Councils' Climate Action/Adaptation Plans.

Several stakeholders highlighted that very little reference is made in the draft *Strategy* about the “urgency of the need to transition away from individual car use and towards greater use of mass public transit systems” in order to reach our national targets and reduce carbon emissions. Many stakeholders, including People Before Profit, noted that they “wish to see a greater political acknowledgement in the CMATS of the scale of the climate crisis that lies ahead if nothing is done to curb transport emissions, coupled with action on public transport investment to tackle this”.

### 7.3.5 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding policy. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate. Some of the specific amendments that will be made are discussed below.

The final *Strategy* will be updated to highlight the significant absolute increase in the number of people walking and cycling associated with the *Strategy's* land use and transport network proposals. It is acknowledged that modelled strategy outputs do not take into account changes in people's perception of walking and cycling as a transport mode, which would further increase the active mode share figures. This will also be addressed in the final *Strategy*.

The National Transport Authority also acknowledges feedback received regarding the Government's *Climate Action Plan 2019*, which was published during the public consultation period. The final *Strategy* will respond to and embrace this plan; including a section on how CMATS aligns with and supports the *Climate Action Plan* and other relevant climate policies.

The *Strategy* is aligned with the *Planning Land Use and Transport Outlook 2040* (PLUTO 2040) and the final *Strategy* will include text to reflect this alignment. Similarly, reference will be made to the *Cork Noise Action Plan*.

The final *Strategy* will take into account feedback received during the consultation process and will be updated to better describe the development process of the *Regional Spatial and Economic Strategy* and *Cork Metropolitan Area Strategic Plan*. Similarly, the draft *Strategy's* reference to Urban Expansion Area's (UEAs), which states that they are subject to the development of masterplans by Cork County Council, will be amended to state that they have been broken up into specific land use zonings and included within the respective municipal district local area plans.

## 7.4 Existing Transport

Figure 7-3 details the breakdown of feedback received under the theme 'Existing Transport'. It shows that of submissions referring to existing transport in the Cork Metropolitan Area, 4% were in relation to rail, 27% were in relation to bus, 16% were in relation to cycle, 9% to pedestrian, 25% in relation to the road network and 19% in relation to other which included parking provision.

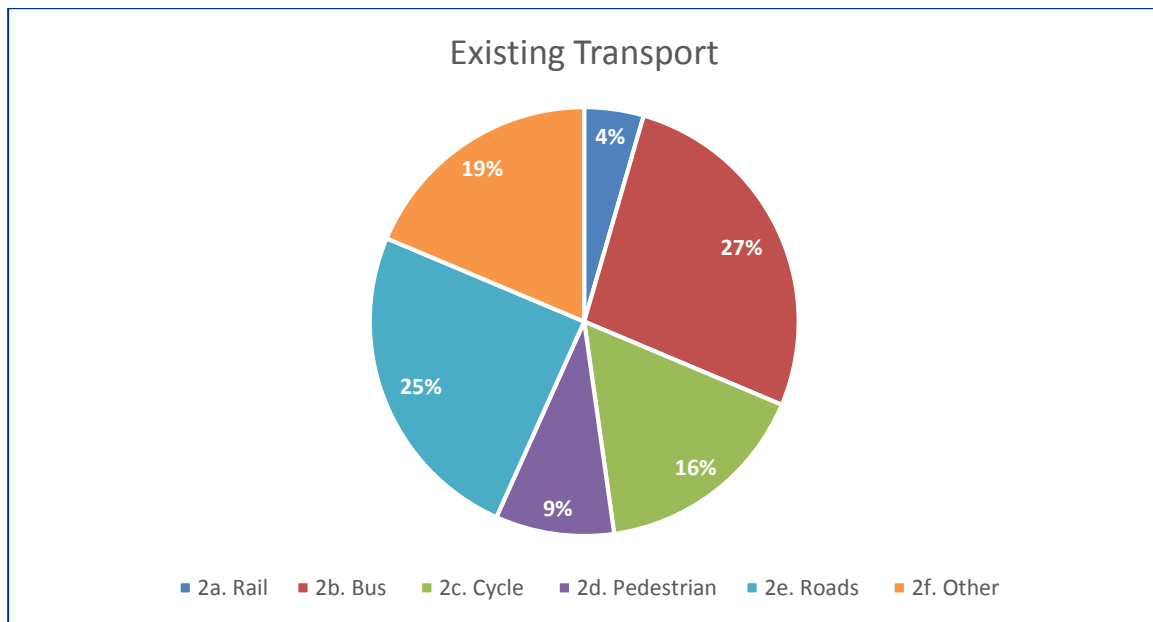


Figure 7-3: Graph representing a breakdown of how the theme 'Existing Transport' was discussed by stakeholders.

While some stakeholders highlighted recent improvements in the public transport network, many expressed that the existing sustainable transport infrastructure in Cork is inadequate, operating at near maximum capacity and, as a result, is an often-unattractive and unreliable option compared with the private car. The issues currently facing users are diverse as identified by many stakeholders, reinforcing the need for CMATS.

Not all feedback received regarding the existing transport network in the Cork Metropolitan Area will be discussed in this Report due to their extensive and varied nature. However, there were two specific issues that were raised by a significant number of stakeholders:

- The no. 223 bus service in terms of its frequency, capacity and reliability were a significant concern; and
- The existing cycle infrastructure across the Cork Metropolitan Area was a major concern for stakeholders who noted that it is inadequate and is a deterrent for many people.

Several stakeholders highlighted that the existing Cross-River Ferry was not referenced within the draft *Strategy* and should be considered as an integral part of CMATS. Several stakeholders have requested that due consideration is given to the best way by which a quality river crossing service can be guaranteed into the future as the existing ferry is a private service and is not accessible or dependable for all users all year round.

### 7.4.1 Response

The National Transport Authority acknowledges all feedback received from stakeholders regarding the existing transport provision within the Cork Metropolitan Area. All responses will be taken into consideration when updating the final *Strategy* and incorporated, where appropriate. For example, the existing Cross-River Ferry will be referenced in the existing transport map.

## 7.5 2040 CMATS Land-Use

Figure 7-4 details the breakdown of feedback received under the theme of ‘2040 CMATS Land-Use’. It shows that of submissions referring to the proposed land-use, 47% made reference to population growth and 53% mentioned land-use consolidation and distribution. There were no specific references to National or Regional Land-Use proposals.

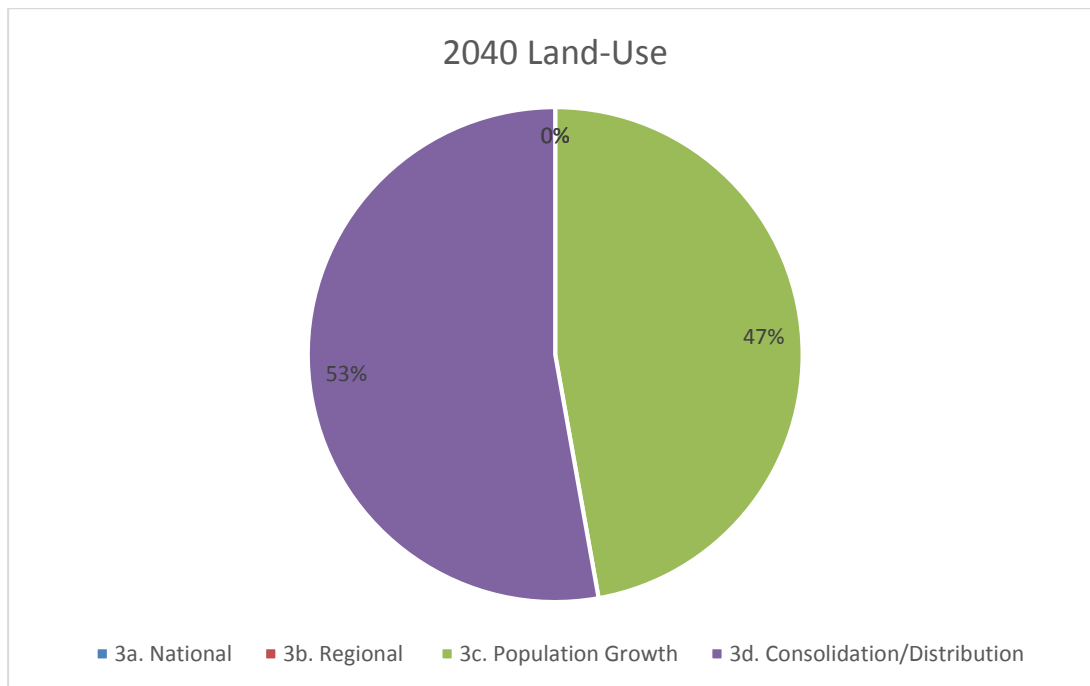


Figure 7-4: Graph representing a breakdown of how ‘2040 CMATS Land-Use’ was discussed by stakeholders.

### 7.5.1 Population Growth

A considerable number of stakeholders stated that they support the draft *Strategy*’s proposals on the basis of future population growth as projected by the *National Planning Framework 2040*. Considerable support for transport infrastructure to be directly aligned with this projected population growth and the associated development of large-scale housing was expressed by many stakeholders. Cork County Council stated that it is “imperative that CMATS clearly supports the provision of the required transport infrastructure to meet these uplifted population targets. The uplift in the Population Growth Target means the Cork Metropolitan Area has a population growth target of 173,000”.

### 7.5.2 Land-Use Distribution and Consolidation

Many stakeholders raised an issue with certain aspects of the draft *Strategy*’s 2040 Land-Use Distribution Map. While several respondents support the land-use priorities, including the Southern Regional Assembly, others queried the sustainability of the distribution and noted that it does not align with the *National Planning Framework*’s objectives of compact growth. The Cork branch of the Green Party noted that this map implies that the car-dependent satellite-town model of expansion outside the city limits will continue to be pursued, and this view is echoed by several respondents. However, the Southern Regional Assembly affirmed that the draft *Strategy* sends a clear message that migration of land uses to suburban and peri-urban fringes at lower densities unconnected to existing and planned public transport services can no longer be allowed.

Several stakeholders stated that certain areas have been underrepresented despite planned residential and/or employment growth including:

- Ringaskiddy;
- Kerry Pike; and
- Ovens/Killumney.

The Southern Regional Assembly recommended that land-use management and distribution of growth will require a continual process of integrating land-use planning, higher-density designs and delivery of strategic development to ensure the region is consolidating the critical mass necessary to support high-frequency networks. The Southern Regional Assembly also recommended that land-use policies are put in place to provide interim proposals which will facilitate high-density development along future high-frequency transit routes. Several other stakeholders suggested the inclusion of an objective to encourage mixed-use developments on lands currently zoned primarily for employment use to reduce transport intensive developments. Others commented that there should be an objective to ensure a mix of housing tenure and type at transport nodes for all demographics and socio-economic groups to promote accessibility and social inclusion. One potential landowner suggested the following text should be included in 'CMATS Land-Use Priorities':

*"Consolidated development along public transport corridors should provide for a mix of housing types to suit different households and various stages in a family cycle".*

Iarnród Éireann noted that "the land-use distribution for 2040 clearly shows that many developments will be concentrated along the suburban railway lines serving Cork City and [we] strongly encourage and support this policy as part of a sustainable land-use and integrated transport strategy". One developer "fully endorses the requirement to direct a high-intensity, mix of uses to locations at existing or planned stations along the suburban and light rail lines and along the high-frequency bus corridors". However, this landowner also highlighted that this will require a coordinated and consistent approach across Cork City Council and Cork County Council.

IBEC welcomed the commitment to deliver a more compact settlement pattern based on ensuring effective integration between transport and land-use through the delivery of Public Transit Orientated Development.

University College Cork requested that the final *Strategy* include explicit support for the university's own strategy to develop student housing within walking distance or short commute by bicycle/public transport of its various campus locations.

A few stakeholders raised concerns about the development of Tivoli Docklands in the context of climate change and rising sea levels, and whether it is a viable location for high-density development. Port of Cork, however, stated that there should be a presumption in favour of mixed-use development at Tivoli Docks to reduce the need for travel to employment areas, services or schools.

One stakeholder stated that there is major growth proposed in East Cork and a lot of lands are designated by the *Cork County Development Plan* as Strategic Land Reserves, and as a result, advised that higher design specifications along with extensive community consultation are needed to support the sustainable development of this area.

The Glounthaune Sustainable Development Committee noted that large trip attractors should not be permitted by local authorities unless a significant percentage of the travel demand can be met by public transport, as lands between Glounthaune and Carrigtwohill have been identified for a large multinational retail chain store which is currently not well served.

Several respondents requested that the *Strategy* further promote sustainable mixed-use development on the approach to Cork Airport.

One stakeholder noted that Cork County Council's *Strategic Land Reserve Assessment* indicates that the majority of greenfield development will occur in the southern environs of the City and



considered that this is not acknowledged or addressed in the draft *Strategy*. Another stated that “the *Strategy* should recognise and acknowledge that the rezoning of lands in the southern environs as an absolute necessity for the delivery of necessary transport infrastructure in this location”. However, another potential landowner noted that “the draft *Strategy* appears to indicate the future development may be accommodated to the southern part of the Greenbelt between Ballincollig and the City” and stated that “it is inappropriate and the northern section offers more merit in terms of development potential for numerous reasons,” including that the land is not within a flood zone and its favourable proximity to built-up areas and future planned amenities. However, Glounthaune Sustainable Development Committee, highlighted that the *Strategy* should actively ensure not to compromise designated Greenbelt areas.

It was suggested that a statement should be included in CMATS stating that development of lands in the city’s north environs can proceed prior to the finalisation of a route corridor for the North Ring Road and that development proposals will not be considered premature prior to its delivery.

The Southern Regional Assembly suggested that the land-use planning context of both Monard and Ballyvolane be amended to reflect the fact that development at these locations will be enabled by the Cork Northern Distributor Road.

Port of Cork requested that the CMATS 2040 Land Use Distribution section of the draft *Strategy* is revised to identify port-related uses at Cobh, as well as Ringaskiddy, Marino Point and Whitegate.

One stakeholder noted that although the emphasis is on increasing public transport, there is a large dispersed population throughout the greater Cork Metropolitan Area. At present, populations of the outer northern suburbs including Tower, Cloghroe, Waterchurch, Carrignavar, Whites Cross and Upper Glanmire are connected by narrow road networks. This stakeholder stated that emphasis should be put on upgrading the existing road network around these areas to ensure better connectivity to public transport. The stakeholder continued that “CMATS must be inclusive, and in particular it must facilitate those people who commute to the city from locations where public transport either doesn’t currently exist or, in all probability will never be viable”.

Several stakeholders observed that there are few transport proposals to serve the Cork Science and Innovation Park and the Sports Park at Curraheen, despite these facilities acting as large recreational amenities in Cork and future development proposals for the surrounding areas.

### 7.5.3 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding the 2040 CMATS Land-Use. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

The NTA is aware that CMATS is confronting a historical legacy which saw significant levels of growth and migration of land uses to suburban and peri-urban fringe locations, typically unconnected to existing and planned public transport services. Therefore, to ensure the success of this *Strategy* and the CMA’s ability to cater for the proposed population growth, we recognise the importance of ensuring that land-use and transportation planning are integrated, guided by the principles of the *National Planning Framework*. The final *Strategy* will provide the opportunity to integrate new development at appropriate densities with high capacity public transport infrastructure and attractive walking and cycling network.

The CMATS 2040 Land Use Distribution section of the final *Strategy* will be updated to identify port-related uses at Cobh, as well as Ringaskiddy, Marino Point and Whitegate.

## 7.6 Strategy Development

Figure 7-5 details the breakdown of feedback received under the theme of '2040 CMATS Land-Use'. It indicates that of submissions referring to the strategy development, 26% made reference to sustainable transport, 13% to accessibility, 24% to connectivity and 36% strategy development.

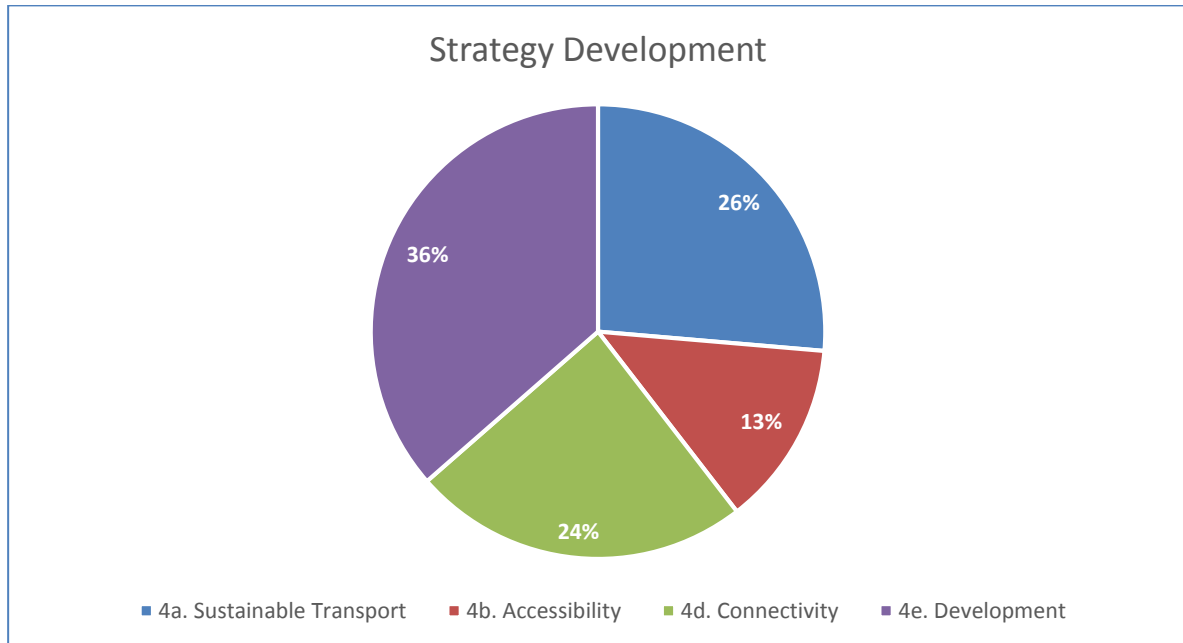


Figure 7-5: Graph representing a breakdown of how the theme 'Strategy Development' was discussed by stakeholders.

### 7.6.1 Sustainable Transport

Many stakeholders commended the development of the draft *Strategy* and supported its alignment with land-use planning and its focus on connecting the city region and beyond by sustainable modes of transport. One stakeholder stated that they are "very pleased that a key principle for CMATS is to reduce dependency on the private car within the CMA while increasing the attractiveness of sustainable transport options", and another commented that the "six principles are laudable, and the draft contains some very positive measures". The Southern Regional Assembly stated that "sustainable transportation is key to achieving the vision for the Southern Region to be one of Europe's most creative, innovative, greenest and liveable regions".

A number of stakeholders, however, stated that the draft *Strategy* is not ambitious enough and could go further in its objectives for improving sustainable transport. Port of Cork suggested that "the *Strategy* could be more ambitious in terms of its phasing timelines and the range of transport options examined", others commented that "it should go further in supporting pedestrian, cycle and public transport options" and that the prioritisation of pedestrians, cyclists and public transport over private cars should be more vigorously pursued. Multiple stakeholders considered that there should be a much more specific focus on sustainable and active travel, rather than just public transport and stated that there is a "lopsided emphasis on public transport as opposed to active travel".

One stakeholder noted that the draft *Strategy* does not acknowledge that the time needed to walk to a bus stop and wait for a bus is a deterrent to using sustainable transport in itself and should be explicitly stated in the *Strategy*.

### 7.6.2 Accessibility

Several stakeholders noted that the draft *Strategy* does not adequately account for the accessibility needs of people with varying levels of ability and the different types of disability including visual,

auditory, physical, sensory and cognitive (e.g. autism and dementia). The Glounthaune Sustainable Development Committee called for “a full chapter dedicated to the transport issues of the young and old”.

### 7.6.3 Connectivity

IBEC noted that “CMATS should support the development of a network of connected strong urban centres. These will be attractive areas to live and work, supporting effective and sustainable regional development”.

The Southern Regional Assembly recommended that the narrative of CMATS should be strengthened with statements on the functional relationship between the CMA and wider region including the sustainable movement of people and goods between the CMA and the Ring Towns. The Southern Regional Assembly also noted “the importance of strengthened sustainable transportation linkages including bus, rail and modal change from the CMA to other settlements, the role of Connectivity RPOs in RSES and preparation of future Local Transport Plans for settlements could be referenced in statements as a complement to CMATS”. To enhance regional connectivity, one stakeholder proposed that “a rail line to the south of the CMA should be investigated in the plan”.

Cork Airport made a submission covering a variety of issues directly related to connectivity to the Airport. Cork Airport commented that it is vital that the *Strategy* does not stop abruptly at the boundary of the metropolitan area, instead it should tap into the transport systems in the wider region. They observed that an effective bus service between large population centres in Munster and Cork Airport would make Cork Airport a more attractive option for passengers similar to the multiple public transport choices towards Dublin Airport. They raised a concern about the lack of proposals connecting Ringaskiddy Port and Cork Airport and recommended that if we are to “truly optimize intermodality, we need to create a direct link between these two nodes without forcing strategic traffic onto the N40”. Cork Airport, however, supported the proposed bus network and bus priority lanes connecting the Airport to the City Centre and beyond.

One stakeholder raised concerns that the draft *Strategy* does not adequately “address the needs of commuters in other towns and villages, outside the city boundary” and suggested that “East Cork bus services could be reconfigured to serve Midleton train station as a transport hub. Feeder buses from the train station should be planned to provide reliable links to the outer communities such as Whitegate, Cloyne and Saleen”.

Port of Cork requested that the continued access for shipping to the Upper Harbour of Cork is an objective to be included in the *Strategy*.

There was support for references to improved permeability throughout the region that will result in enhanced connectivity. However, some potential landowners raised concerns regarding their individual sites and surrounding areas that they noted would benefit from enhanced public transport or pedestrian and cycle infrastructure provision. Some specific alternatives suggested are included in Section 7.18 Alternatives.

### 7.6.4 Strategy Development

Feedback concerning the development of the draft *Strategy* in terms of its methodology, considerations, assumptions and principles was hugely varied. While many commended its development, for example Bus Éireann commented that it “sets out a clear and detailed pathway that will allow the Metropolitan Area to develop and expand in an integrated manner linking the development of various modes and infrastructure proposals in line with population and development growth”, many also raised issues with various aspects which are outlined below.

Many suggested that the draft *Strategy* could be more ambitious in its objectives and proposals, especially in relation to cycling. Deputy Michael McGrath TD and Cllr. Seamus McGrath stated that an “ambitious, integrated transportation strategy is critical”. Port of Cork considered that “the *Strategy* could be more ambitious in terms of its phasing timelines and the range of transport options examined”.

Many stakeholders were concerned about the lack of reference to climate change in the draft *Strategy* and highlighted that climate change adaptation and mitigation should be a key consideration in the development of the final *Strategy*. It was stated by some stakeholders that the *Strategy* should consider the exposure and vulnerability to future weather and climate events and their potential to impact on transport systems, and as such, the development of a climate-resilient transport network should be included as a strategy outcome. Several suggested an additional guiding principle related to environmental protection and enhancement, or the inclusion of a chapter specifically relating to environmental considerations. One submission made reference to the importance of flood resilience for critical regional scaled infrastructure such as the CMATS networks and how this consideration will be a key factor of project design and assessment.

Glounthaune Sustainable Development Committee requested that highly challenging topography in other areas, not just the north side of the City, be taken into consideration as this greatly reduces active travel, especially among the elderly population.

Feedback queried whether non-commuter and non-work-related trips were considered in the draft *Strategy*, for example, travel for shopping, social, recreational purposes, as accessibility to these areas is equally important, particularly to environmentally and socially enriching public spaces. One stakeholder queried if gender was taken into account during the development of the draft *Strategy*, for example, the idea that women are more inclined to trip-chain, for example, drop children off at a creche or school on the way to work or visit friends and go to the supermarket on the way home to work.

Multiple stakeholders requested further emphasis on nature-based solutions, green infrastructure and the *Healthy Streets* approach in the development of the *Strategy*.

There was a particular concern in relation to the draft *Strategy*’s network hierarchy. Many stakeholders asked for a revision of this hierarchy with higher prioritisation given to walking and cycling above all other modes of transport. The addition of ‘active travel’ to ‘sustainable travel’ under Principle 2 was recommended in many submissions.

Several stakeholders observed that the relationship between tourism and public transport is not considered by the draft *Strategy* and should be considered, particularly the promotion of active travel and public transport use.

Many respondents commented on the approach taken in relation to the development of the cycle network and supporting measures in the draft *Strategy* and noted that it is not in line with national and international trends in mobility. Feedback received showed that there is significant concern surrounding the modal share outcome for cycling. Many queried whether social considerations are taken into account by the model, including climate and health awareness. Others queried whether the recent national trend that has seen an enormous uptake in cycling has been taken into account despite the use of 2011 census data.

Several respondents suggested the inclusion of a chapter on Urban Planning, to provide guidance on land-use management, appropriate densities and design specifications for both local authorities and developers.

One submission suggested an alternative list of key challenges facing the city and the order in which they should be prioritised: “Road Safety; Traffic Gridlock; Dramatically Increased Risk of Flood; Slow Pace of Change; and Declining Fuel Tax Revenue”.

Cork Chamber, along with many respondents, recommended that placemaking and liveability should be at the forefront of the *Strategy*’s delivery across every aspect. Cork Chamber stated that “the aesthetic, cultural and civic value of quality of place, biodiversity, tree planting, appropriate lighting and passive policing is at the core of what will make our city region safe, attractive and sustainable and every effort must be made to ensure best practice is sought and attained throughout implementation”.

### 7.6.5 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding the development of the draft *Strategy*. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

The final *Strategy* will be updated to highlight the increase in the number of people walking and cycling and will illustrate the demand this will have on the network. It is acknowledged that modelled strategy outputs do not take into account changes in people’s perception of walking and cycling as a transport mode, which would further increase the active mode share figures. This will also be addressed in the final *Strategy*.

We recognise the importance of ensuring that transport is accessible to everyone, no matter what their ability or situation so that individuals may participate fully in society. The final *Strategy* will strengthen its references to the need for accessible transport services and infrastructure.

The National Transport Authority also acknowledges feedback regarding the Government’s *Climate Action Plan 2019*, which was published during the public consultation period. The final *Strategy* will respond to and embrace this plan; including a section on how CMATS aligns with and supports the *Climate Action Plan* and other relevant climate policies.

The final *Strategy* will also outline the importance of wider regional connectivity and the functional relationship between the Cork Metropolitan Area and areas such as the Ring Towns and Regional Cities. It will also include a greater emphasis on metropolitan bus services to provide interchanges between radial and orbital services.

## 7.7 Walking

Figure 7-6 details the breakdown of feedback received under the theme of 'Walking'. It shows that of submissions referring to walking, 12% made reference to connectivity, 24% mentioned accessibility, 10% mentioned the social impact of the proposed measures, 12% mentioned permeability and 43% mentioned pedestrian amenities.

Walking, in combination with Cycling, was a common theme in submissions, with strong support for urgent implementation of infrastructure and supporting measures. Cork Chamber “welcomes the focus on walking, permeability and the walkability of the City and view this as intrinsic to the long-term attractiveness and development of the CMA to investment”.

A common observation by stakeholders was the need for more ambitious targets in the provision of walking and cycling in the *Strategy*. Many submissions, including Cork Cycling Campaign’s, called for “a full walking and cycling audit of Cork City involving all stakeholders” as soon as possible.

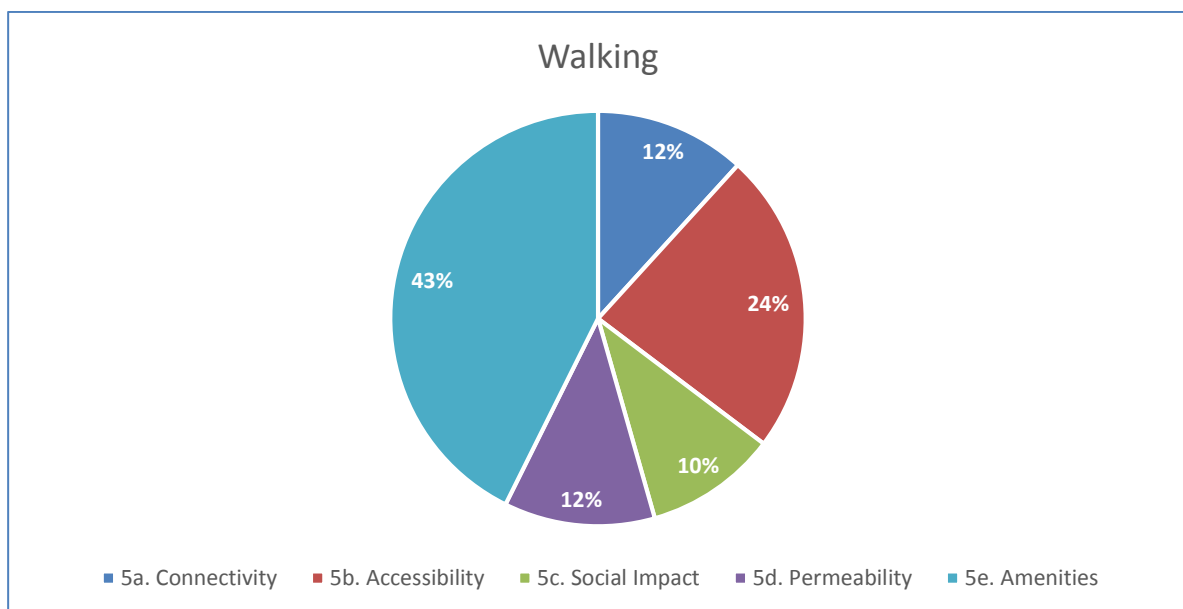


Figure 7-6: Graph representing a breakdown of how the theme 'Walking' was discussed by stakeholders.

### 7.7.1 Connectivity

University College Cork “fully supports the emphasis on promoting walking, either as part of linked trips or as the only transit mode for short journeys”.

Stakeholders noted that “priority should particularly be given to improving pedestrian connectivity and permeability to employment hubs, educational facilities and public transport services”.

Both Cllr. Seamus McGrath and Deputy Michael McGrath TD suggested that in order to promote public transport, adequate support infrastructure must be provided, including safer pedestrian access to bus stops.

Several stakeholders expressed support for greenways enhancing connectivity for pedestrians as well as cyclists. Many submissions stated that “the existing greenway from Passage West to Cork City is a valuable sustainable transport resource. It needs to be extended so that it provides safe connectivity for cyclists and pedestrians to Ringaskiddy and to Carrigaline” and requested that the Cork Harbour Greenway is a priority of CMATS.

Cork Cycling Campaign recommended that “Lower John St. be identified as a key North-South corridor for walking and cycling” to enhance connectivity.

Cork Nature Network stated that the draft *Strategy* has not adequately addressed the need to provide high-quality pedestrian connections to green spaces and other outdoor recreational spaces. A number of stakeholders also suggested creating green and blue corridors along amenity routes connecting these spaces. Several submissions expressed support for the development of a safe waterfront pedestrian route along the River Lee.

Deputy Donnchadh O’Laoghaire TD noted that at present the L2455 has no footpaths, despite Lehenaghmore being close to other built-up areas. He stated that this needs to be addressed to ensure residents can connect to the bus stop and other areas. It was noted in one submission that this will also be critical to the success of the proposed walking route that goes along the railway line from Frankfield through Togher.

Several stakeholders highlighted the need to improve connectivity for pedestrians in Little Island between the rail station, bus services and employment and residential areas.

### 7.7.2 Accessibility

Stakeholders raised concerns that the current reference to the provisions for those with additional mobility requirements within the draft *Strategy* is inadequate. Several stakeholders wanted to see a specific section on this issue to ensure that the built environment is more inclusive for all users, including those with physical disabilities, both temporary and permanent, the elderly, children and people with visual, auditory, sensory and cognitive disabilities. One submission stated that “creating a built environment that facilitates and empowers as many people as possible is something that should be integral to CMATS and is something which has not been given much space for discussions”. Another suggested that an ‘8-80’ approach should be adopted to the public realm improvements. The ‘8-80’ approach is about creating safe and inclusive cities that prioritise people’s well-being and ensuring that public spaces are accessible for everyone from an 8-year-old to an 80-year-old. Cork Chamber commended the draft *Strategy*’s inclusion of Age-Friendly Design considerations.

Cork Cycling Campaign stated that “the definition of quiet routes for walking and cycling is essential for accommodating wider target demographics including children, women, cycling novices and the elderly” who may otherwise be uncomfortable using the same routes as motor traffic.

### 7.7.3 Permeability

While stakeholders were supportive of the objective to promote permeability of new developments, they noted that the draft *Strategy* does not place enough emphasis on retrofitting the existing city’s permeability. Cork Cycling Campaign proposed that the “permeability of the urban and suburban street space offers strong gains in connectivity and improves the attractiveness for walking and cycling. Filtered permeability can offer new shortcuts while keeping undesirable motor traffic away from these routes”.

Many stakeholders suggested that a Permeability Study be carried out of the entire CMA as soon as possible with a view to retrofitting existing environments. For example, one submission highlighted the need to address the lack of permeability from the Wilton area and Cork University Hospital to the Model Farm Road.

### 7.7.4 Amenities

Feedback showed significant support for the adoption of a *Healthy Streets* approach and the focus on high-quality urban design and public realm improvements. Some submissions specifically supported the inclusion of Home Zones and DIY Streets. Many stakeholders requested that ‘quick wins’ be implemented immediately, in terms of encouraging active travel by improving the existing infrastructure and public realm.



Several, including the Cork Chamber, noted the draft *Strategy*'s objective to improve the public realm within a 20-minute catchment of the City Centre and requested for this to be extended to a 35-minute catchment as it is more reflective of people's willingness to walk. Another stakeholder suggested that site-specific concerns of 'no-go' areas should be addressed through urban realm improvements such as enhanced street lighting, street art and the use of CCTV where necessary. One stakeholder suggested that a pole audit should be undertaken to reduce excessive signage and street-clutter throughout Cork as a quick win. Cork Transport and Mobility Forum suggested low-cost measures such as removing street clutter, increasing pedestrian crossing times at signalled junctions, improving permeability, and increasing crossing guards at schools which can all be done in the short-term and lead to quick wins. Cork Chamber suggested that the Marina should be pedestrianised as a quick win.

Cork Chamber noted that "the type of [street] lighting should be carefully considered in terms of shielding, setting appropriate lighting levels and consideration for lighting colour" as this can have negative effects on human health, the environment and biodiversity. Another stakeholder commented on the design of footpaths, noting that an overall consistent theme of materials which are easily replaced/renewed would provide a more unifying and pleasant ambience in the City Centre.

Some stakeholders identified certain specific areas that need urgent improvement in terms of pedestrian amenity including Rathpeacon, Carrigaline and Glounthaune.

Feedback from stakeholders also suggested that walking and cycling networks should be integrated with green spaces to create green corridors throughout the Cork Metropolitan Area. Cork Nature Network stated that the draft *Strategy* has not adequately addressed the need to provide high-quality pedestrian connections to green spaces and other outdoor recreational spaces. A number of stakeholders also suggested creating green and blue corridors along amenity routes connecting these spaces. Several submissions expressed support for the development of a safe waterfront pedestrian route along the River Lee.

University College Cork welcomed the "recognition within the draft *Strategy* of the need to consider the potential for walking as part of integrated urban design strategies, by encouraging mixed-use development".

Deputy Donnchadh O'Laoghaire TD suggested implementing the 'Beat the Street' initiative which has been successful in Northern Ireland. Deputy O'Laoghaire described the initiative as "a real-life walking, cycling and running game for the whole community", which encourages people to get active, particularly among school children.

One stakeholder suggested "express provision for citizen-led place-making and community initiatives such as Play Streets, School Streets and car-free street events" should be made within the *Strategy*. This would be in keeping with the city's commitment to placemaking and play in the city through the Playful Paradigm project.

### 7.7.5 Response

The National Transport Authority acknowledges all of the views expressed by stakeholders relating to 'Walking'. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

We recognise the importance of ensuring that transport is accessible to everyone, no matter what their ability or situation so that individuals may participate fully in society. The final *Strategy* will strengthen its references to the need for accessible transport services and infrastructure.



## 7.8 Cycling

Figure 7-7 details the breakdown of feedback received under the theme of ‘Cycling’. It shows that of submissions referring to the draft *Strategy*’s cycling proposals, 15% made reference to facilities, 26% mentioned Greenways, 23% referenced cycle lanes, 27% mentioned the proposed cycle network and 9% made reference to cycle parking.

Cycling was a common theme in submissions, with strong support for urgent implementation of infrastructure and supporting measures. Several stakeholders shared the view that the provision for cycling within CMATS is inadequate in terms of the network, modal share outcomes and supporting objectives, and “is not transformative or ambitious enough”.

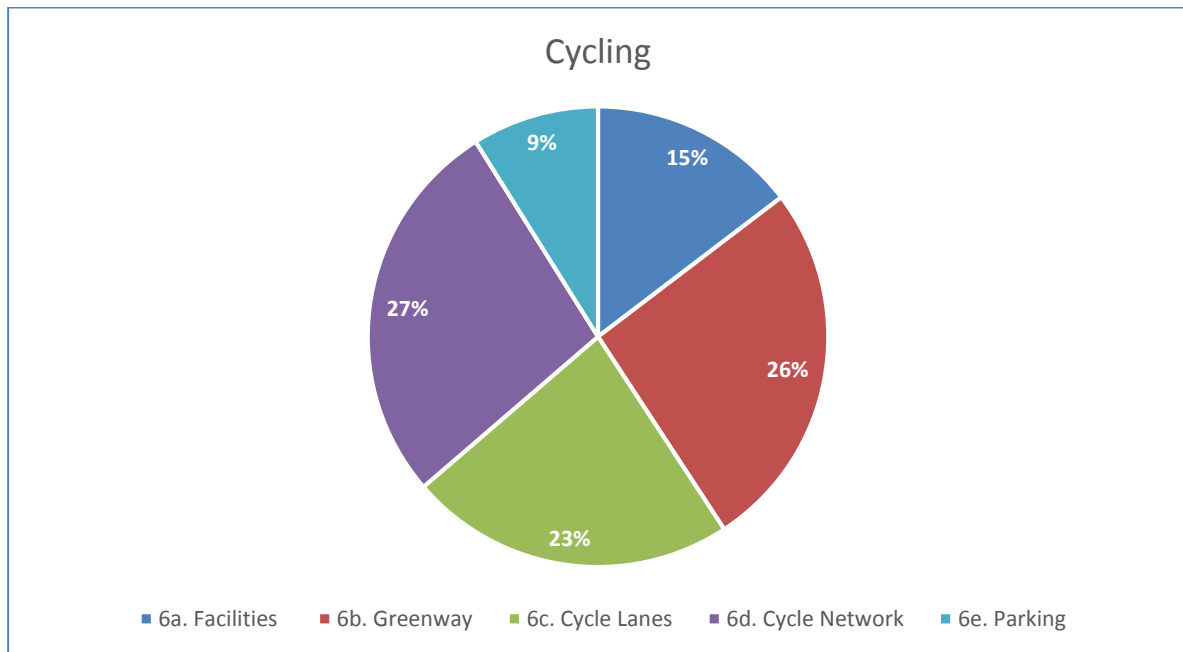


Figure 7-7: Graph representing a breakdown of how the theme 'Cycling' was discussed by stakeholders.

### 7.8.1 Cycle Network

Many respondents, including CyclingWorks Cork, welcomed the “vision to develop a safe, coherent cycle network in Cork in order to reduce the dependency and dominance of the private car”. However, a considerable number of stakeholders raised concerns that the networks are incoherent and disconnected, and that the draft *Strategy* does not provide much detail regarding the hard infrastructure that is interconnected – “there is very little mention of the design characteristics for the proposed primary and secondary cycle routes”.

Stakeholders noted the importance of ensuring that the cycle network aligns with the implementation of new and existing Park and Rides and local Mobility Hubs to promote multi-modal travel.

Some stakeholders highlighted that the potential for tourism is not taken into account by the draft *Strategy*. Tourism was cited by several submissions as “an important part of the economic life of Cork City and visitors should be encouraged to walk, cycle or use public transport”. The Cork branch of the Green Party suggested that “Morrison’s Island be developed as a cycling hub with a segregated connection to Mahon Greenway” in order to “become a landing destination for tourists and a gateway between the city and an integrated Greenway”.

Many respondents queried if the provision of designated ‘quiet ways’ could be considered for both cyclists and pedestrians as part of the Network, as they noted that the majority of the Network at

present follows existing roads for motorised vehicles which not everybody is comfortable and safe using. If physical segregation is not feasible, the use of quiet ways would be welcomed across the City.

Stakeholders requested that consideration is given to the following:

- Identification of quiet ways from Blackpool to the City Centre to enhance the cycling experience and tap into the potential latent demand for commuter cycling;
- Improvement of facilities between Douglas and Rochestown for both cyclists and pedestrians to link up with the Greenway in Harty's Quay;
- Improvements to the cycle infrastructure from the east to facilitate commuters from Glanmire or Little Island to cycle via a direct route to Mahon;
- An investigation into the viability of a route that aligns with the N40 that enables transit through/over the Jack Lynch Tunnel;
- Give priority to enable cycle access over the N40 from Grange/Frankfield to Tramore Valley Park/Douglas, enabling a direct unobstructed route over the Kinsale Road roundabout into the City and to Mahon;
- Identification of Lower John St. as a key North-South corridor for cycling and walking;
- Link Lower John St. to the Lee2Sea Greenway;
- A city-wide policy of fast change intersections, toucan intersections and intentional reprogramming of all isolated crossing timings;
- Cycleway connection from the Carrigrohane Road to Model Farm Road industrial park which could be upgraded with lighting and improved pathways; and
- Extension of the public bike scheme to suburban areas and rail stations such as Little Island.

Stakeholders expressed particular support for the following Greenways and sections of the proposed cycle network:

- City Centre to Little Island and Ringaskiddy to cater for commuters;
- Connection of the North-South and East-West (CSW-GW2) cycle routes near Tramore Valley Park;
- Greenway linking City – Tivoli – Glanmire – Little Island – Carrigtwohill (part of the EuroVelo 1 route); and
- Bridge over the N40 to link Frankfield and Grange with the Tramore Valley Park.

Some stakeholders queried why certain routes that were proposed in the *Cork Cycle Network Plan* were omitted in the draft *Strategy* and other suggested alternative routes. These are listed in Section 7.18 Alternatives.

### 7.8.2 Cycle Lanes

A considerable number of stakeholders stated that the draft *Strategy's* "vision for segregated, safe cycling lanes is very weak". Many raised concerns about the lack of robust objectives to ensure the provision of a segregated cycle network (even on routes with 30kph speed limits). Cork Cycling Campaign requested a specific measure to protect key city cycle lanes in phase one of the *Strategy's* implementation. Cork Cycling Campaign asked for CMATS to specifically mention bollards, orcas and other low-cost measures to ensure safety. Several submissions cited that there are many who wish to cycle across the Cork Metropolitan Area but who are deterred due to feeling unsafe.

Several submissions expressed concerns for cyclists sharing bus priority lanes and requested that this practice no longer happens. Similarly, several submissions shared the view that pedestrians and cyclists should not share the same space and should be segregated for optimum comfort and safety.

IBEC recommended the trialling of continuous footpaths and cycle lanes where cars give way to cyclists and pedestrians.

It was recommended by one stakeholder that contra-flow cycling facilities in one-way streets should be set-up at a far larger scale across the city.

One stakeholder highlighted that the dimensions of cycle paths should allow for cargo-bikes.

### 7.8.3 Cycle Facilities

The extension of Cork's public bike-share scheme was cited by several stakeholders as an important part of the cycle network. Cork Chamber recommended that there should be immediate identification of ten new public bike stations and consideration given to the provision of bike-share schemes for strategic employment locations including Little Island and Blackpool. Others recommended that suburban bike-share schemes should link with rail stations.

One stakeholder supported the inclusion of a measure to provide bike ramps on public steps and hillside areas.

It was also suggested by a number of stakeholders that cycle counters be implemented to monitor cycling modal share and demand.

Stakeholders were in support of Permeability and Wayfinding measures proposed within the draft *Strategy*, including the provision of clear and legible cycle route signage in parallel to the development of the cycle network, especially at key decision points.

Several stakeholders stated that adequate junction design would be a key factor to the safety and convenience of cycling, particularly at complex junctions where cyclists should benefit from guidance by specific signage. One stakeholder recommended that CMATS includes a city-wide policy that all isolated pedestrian and toucan crossings have a fast change signal, and that signal timings of all isolated crossing timings should be reviewed and shortened. Cork Cycling Campaign noted that "cycling must be acknowledged as a genuine mode of transport and be fully recognised by statutory road signage".

### 7.8.4 Greenway

In general, there was significant support for the proposed Greenway network, with some suggesting that it should be extended as much as possible.

Several respondents expressed concern about the potential sharing of the Greenway with the proposed light rail route. The Blackrock Railway Greenway was cited by submissions as a natural asset for the local community, and thus sharing it with a light rail would not be desirable. One stakeholder stated that if the Greenway must be shared, then it should be done in a sensitive manner to protect the green credentials and amenity value of this route.

One submission noted that the existing greenway between Blackrock and Passage West is highly popular and is used for both recreation and commuting and should be extended to the N28 as this would provide a safe cycling route from Cork City to Ringaskiddy.

One stakeholder highlighted that the draft *Strategy* does not address access issues associated with greenways and leisure paths passing through parks, which are often closed around dusk and dawn, limiting their potential. This stakeholder requested "that the *Strategy* recommend that important active travel routes be managed for travel, not solely leisure purposes".

It was suggested that a Lee Field to Ballincollig Cycle Route, linking Ballincollig to the City via the Greenbelt at Curraheen could integrate the Maglin UEA with the City.

The Lee2Sea Organising Committee requested that the *Strategy* recommends developing a clear branding and marketing strategy for the Lee2Sea Greenway which incorporates the Lee Fields, city

quays, the Marina and the Old Passage railway line. They also suggested unifying and clarifying the Lee2Sea route as stated by its proponents and originators of the route. The Lee2Sea Organising Committee also requested that the Greenway be developed as a single, unified route and particular care be paid to avoid a piecemeal type approach. It was also recommended that the Lee2Sea should be designated as a 'primary greenway' from Inniscarra Dam to Crosshaven.

### **7.8.5 Cycle Parking**

Feedback received expressed a need for improved bike parking facilities throughout the Cork Metropolitan Area and support for the provisions within the draft *Strategy*, including both open and closed, and short-term and long-term bike parking. The provision of more secured, sheltered bike parking around and outside the City Centre, including a large-scale central bike parking facility in the Centre was proposed by several respondents. A number of stakeholders support the provision of cycle parking at Mobility Hubs, Park and Rides and other transport nodes to emphasise the synergies and mutual supporting roles of walking, cycling and public transport.

### **7.8.6 Response**

The National Transport Authority has listened carefully to the views expressed by stakeholders relating to the theme 'Cycling'. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

We acknowledge the feedback received outlining that people would be more comfortable and therefore more inclined to cycle if "quiet ways" were available as an alternative to following existing roads. Several stakeholders also stated that junction design is a critical factor in the safety and convenience of cycling. The final *Strategy* will be updated to include provision for "quiet ways" within the context of the proposed cycle network, as well as improvements to cycle provision and priority at signalised junctions, especially in an urban context.

We also acknowledge that tourism plays an important role in the economic life of the Cork Metropolitan Area and will ensure that this is reflected in the final *Strategy*; to encourage visitors to walk, cycle and use public transport while they are here.

## 7.9 Bus

Figure 7-8 details the breakdown of feedback received under the theme of 'Bus'. It shows that of submissions referring to the draft *Strategy's* bus proposals, 20% made reference to bus lanes, 18% to service frequency, 10% made reference to network capacity, 20% to bus-related facilities and 33% to bus network.

Bus Éireann, along with many other stakeholders, fully supported the view that the bus network will remain the workhorse of the public transport network and fully endorsed the BusConnects concept and all core proposals regarding ticketing, increased frequencies, radial and orbital bus networks.

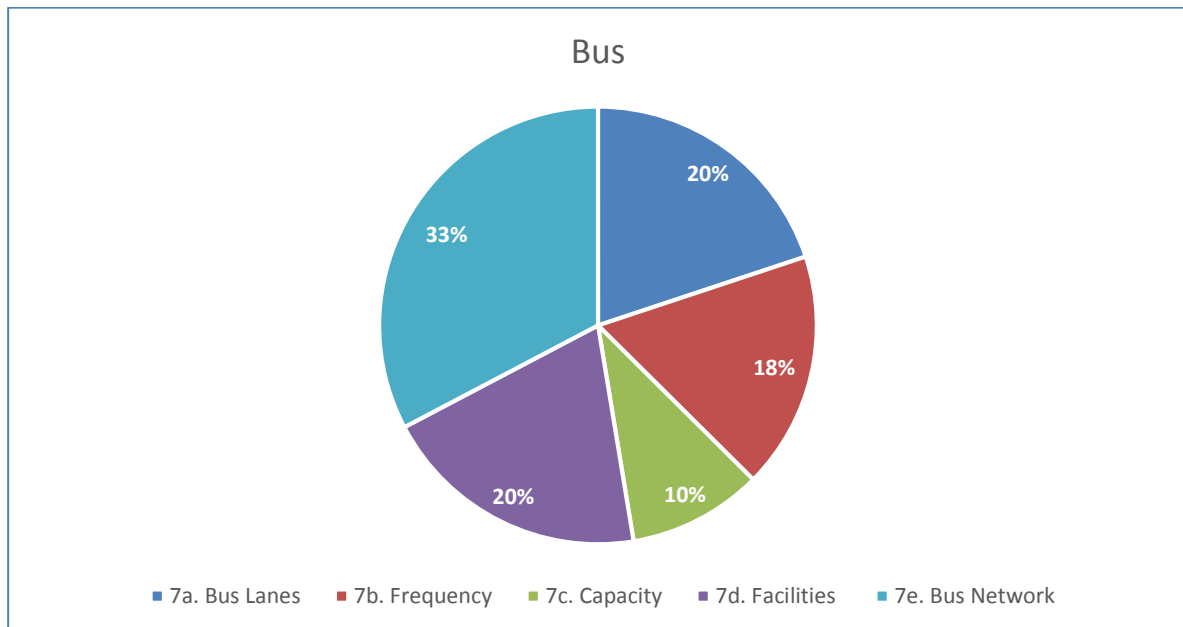


Figure 7-8: Graph representing a breakdown of how the theme 'Bus' was discussed by stakeholders.

### 7.9.1 Bus Network

Feedback received shows that there is significant support for the BusConnects Network proposals for the Cork Metropolitan Area. However, one stakeholder noted that the BusConnects Network proposed in CMATS appears to be very different to the BusConnects Network for Dublin and Galway, where there has been more focus on legibility and simplifying the network, stating “while more routes allow for more direct journeys to be made, it also makes the network more confusing to users, and results in more duplication along corridors, which means lower frequencies on each individual route”. The stakeholder queried whether there is potential to remove some of this duplication to provide a higher frequency service on the orbital route.

Many stakeholders expressed support for the orbital bus network, noting that it will significantly enhance the city region’s connectivity enabling users to travel directly to other urban areas without having to travel through the City Centre.

Several stakeholders highlighted that a North-South rapid transit corridor linking the Airport and the City Centre and connecting onwards to the new development node at Ballyvolane that was previously proposed in the Cork Area Strategic Plan (CASP) be included in the draft *Strategy*.

Cork Airport highlighted that the BusConnects project “is key to the integration of the Airport into a sustainable public transport network and further realising its role as an international gateway and asset”.

Several stakeholders requested that the implementation of the bus network is in tandem with Park and Ride facilities and the cycle network to facilitate interchange and integration. Bus Éireann requested further assessment of bus routes and Park and Ride facilities particularly on the north side of the City Centre.

A significant number of submissions expressed strong concerns about the omission of a bus route between Passage West/Monkstown and Carrigaline. It was highlighted that the existing lack of connectivity has a negative impact on the community of Passage West and is a pressing concern echoed by numerous stakeholders including Cllr. Marcia d’Alton and residents of Passage West. The delivery of this route is viewed as critical by these stakeholders. They noted the transfer of medical and other community facilities from Passage West to Carrigaline by Cork County Council has impacted the most vulnerable members of their community who at present depend on two/three buses to complete the journey on a regular basis.

Cllr. Marcia d’Alton suggested that there would be merit in bringing every second bus on the CA-CC (Carrigaline – City Centre) service directly along the N28 to Shannonpark rather than having every bus turn off at Shanbally. Cllr. D’Alton stated that this would afford those living on the Fernhill Road, Cogan’s Road and along the N28 the opportunity of a regular bus service. She also suggested that if the RI-AP (Ringaskiddy – Airport) and CA-CC (Carrigaline – City Centre) routes were to be scheduled sensibly, they could deliver a 15-minute service between Carrigaline and Ringaskiddy freeing up every second one of the CA-CC buses to travel along the N28 to Shannonpark”.

Several stakeholders including businesses, individuals, and various organisations were in support of bus routes RI-AP (Ringaskiddy – Airport) and RI-CC (Ringaskiddy – City Centre) which connect Carrigaline to Ringaskiddy and recommended that these routes should be a priority of the *Strategy*. A number of stakeholders who raised concerns in relation to bus provision to Ringaskiddy were in support of the three bus routes out of Ringaskiddy but suggested that they should be included in the Bus Priority Measures Map of the draft *Strategy*.

Several alternative routes for buses were put forward by a number of stakeholders, a full list of these is outlined under Chapter 24: Alternatives. Some of the suggested routes include:

- Bus service from Carrigaline to Mahon;
- Bus service to Kerry Pike from the City Centre, where significant housing development is currently underway;
- East Cork-Cork City (EC- CC) route to serve Carrigtwohill Business Park and link to Carrigtwohill train station;
- One business owner requested a bus stop on the Kinsale Road near their premises which they suggested would also benefit those visiting the Tramore Valley Park, using the Black Ash Park and Ride, existing and future residential and commercial developments; and
- East Cork bus services could be reconfigured to serve Midleton train station as a transport hub, from which feeder buses could be planned to provide reliable links to the outer communities such as Whitegate, Cloyne and Saleen.

Ballincollig Business Association raised concern that the Maglin Urban Expansion Area (UEA) has not been identified in the draft *Strategy* to benefit from the bus network or defined as a bus priority route. The UEA will be served by a new distributor road which is defined as the Eastern Link Road and Maglin Bypass in the Ballincollig Local Area Plan and requested there is provision for bus priority lane.

Several stakeholders expressed a need to connect improved public transport and cycle infrastructure on radial routes such as Model Farm Road, Curraheen Road, Waterfall Road and Bandon Road by providing a new North-South route through the Cork Science and Innovation Park

(CSIP). This link would connect orbital bus routes to the new CSIP station on the light rail route and thereby turn a predominantly radial system into a network. Stakeholders noted that at present, it fails to provide orbital connectivity to the Curraheen area. One potential landowner suggested including Waterfall Road in the plan as it would provide looped access not only to Bishopstown but also to the Marymount Hospice providing accessibility to a North-South corridor linking up with the high-frequency transit corridor.

People Before Profit proposed the implementation of a local link bus service for satellite towns and villages in the Cork Metropolitan Area to complement the proposed bus network. They suggested that this local link service “would serve people wishing to shop or do business in their local village or connect with the wider public transport network. This service would also contribute greatly to reducing the reliance on cars for small trips and accommodate the needs of elderly people and those with mobility issues”. Another stakeholder suggested a similar service to orbit Cork City’s northside to overcome the challenging topography and improve accessibility, especially for those with reduced mobility.

### 7.9.2 Bus Lanes

There was significant support for bus priority lanes and the proposed network. Several potential landowners and business owners requested specific bus stops and bus lanes to be extended to their site/premises. One submission highlighted the need for bus corridors/lanes to operate on a 24/7 basis.

One stakeholder recommended that in order to make public transport an attractive option over the private car, the provision of bus lanes should always be prioritised over general traffic lanes. Another raised concern that the implementation of bus priority lanes should not result in the destruction of trees, hedgerows or people’s property.

Two bus priority lane proposals raised particular concerns among several residents and business owners, namely at Summerhill North and South Douglas Road and Douglas Road. Business owners, in particular, were concerned at the potential economic impact of the proposal to remove one lane of vehicular traffic to facilitate a bus priority lane, which could impact on accessibility to their businesses. One business owner, in particular, considered that the removal of vehicular access to their site would deter customers who may not have the ability to travel by foot, bike or bus and thus impact the viability of the neighbourhood centre of which their business forms a significant part of. They also noted that their premise currently serves as a social hub for the local community and reducing accessibility for those who are car-dependent may result in isolation for the more vulnerable members of the community. Similarly, the removal of on-street parking on Summerhill North to facilitate a bus lane is of particular concern to residents and one business owner. Residents queried if this parking would be replaced and provided elsewhere and sought clarification as to where this may be located.

One stakeholder noted that an inbound bus lane is proposed on Summerhill North and queried if an outbound bus lane will also be included.

One stakeholder suggested that taxis should be restricted from using bus lanes, similarly, a number of stakeholders requested that cyclists should no longer have to share the same road space as buses. Boston Scientific Corporate queried whether the draft *Strategy* considered facilitating carpooling in bus lanes.

### 7.9.3 Bus Frequency

Many respondents were in support of increased bus frequency, including an increase in 24-hour services. “Some form of 24-hour public transport system is essential for a modern city and should be included in some form within the *Strategy*”. People Before Profit noted that “public services that



do not run on 24-hour timetables present difficulties for workers in Cork’s economy” and thus, request that “all existing bus routes in Cork run with a frequency of no less than every 15 minutes from 06:00 to 00:00 and a minimum of every hour from 00:00-06:00”.

Stakeholders sought further clarification on bus frequencies during off-peak times, the proposed core operating hours and on the difference in service levels for strategic high demand locations on the BusConnects Network. Cork Airport, Cork Chamber, IBEC and other organisations requested that bus service schedules should reflect the economic activity of areas and should be designed accordingly to suit commuting patterns of employees with unusual hours, for example, early starts, late finishes and night shifts and to facilitate those traveling to the Airport.

One potential landowner stated that a 15-minute bus frequency at peak travel periods is necessary to support existing and planned future population growth in the Blackpool, Kilbarry and Old Whitechurch Road Area.

One stakeholder noted that existing high-frequency bus routes are not referenced in the draft *Strategy*. Another noted that “there are no estimates on the future time taken for common bus journeys as there is for corresponding rail journeys” and that “the peak bus frequency while a useful measure is less useful than an estimate on what are the target journey times”.

#### 7.9.4 Bus Capacity

Many respondents were in support of increased bus capacity in the context of some buses currently operating at capacity and projected population growth.

#### 7.9.5 Bus Facilities

A considerable number of stakeholders recommended a stronger emphasis on the transition of the Cork Metropolitan Area’s bus fleet to zero-carbon fuel sources and other low emissions technologies, for example, natural gas/biogas. One stakeholder suggested that all city buses be electrified by 2023 with a local renewable power generation scheme for bus charging. Support for electrifying public transport was echoed by several respondents. Cork Chamber was of the opinion that a biomethane fleet technology could be instrumental in decarbonising public bus fleets and urged the consideration of this technology for our public bus fleet in Cork, recognising that the future will have a mix of technologies with electric and hydrogen being a key part of this mix.

The provision of more reliable Real-Time Passenger Information (RTPI) along bus corridors is supported by a number of stakeholders. One stakeholder stated that they do not think RTPI should give equal time to displaying place names in Irish as this can cause confusion. Stakeholders support the objective to provide improved signage and wayfinding at key terminus and interchanges.

Consideration should be given to the luggage storage capabilities of buses that frequent Cork Airport.

The integration of the bus network with other modes of transport was raised by many stakeholders. To facilitate multi-modal travel, stakeholders requested that the new bus fleet provide space for passengers to carry bicycles onboard and that key bus stops function as local neighbourhood Mobility Hubs.

AirCoach queried if a shelter would be provided at St. Patrick’s Quay for those waiting for coaches. One stakeholder suggested that Parnell Place could be expanded to cater to other bus companies.

Port of Cork considers that the importance of Cobh as a cruise terminal and the significance of associated coach traffic should be reflected in *Strategy*. Port of Cork, therefore, requests that the text of the draft *Strategy* under ‘Coach Operations’ is amended to read:

*“Coach Operations*



*Cork sits at the confluence of the Wild Atlantic Way and Ireland's Ancient East. Coaches bring many visitors to Cork City and surrounding Metropolitan towns and villages, including Midleton, Blarney and Cobh. **Cruise shipping at Cobh also generates considerable tourism numbers and landside coach travel.** To ensure that the CMA can facilitate a growing number of visitors (including day visitors from its surrounding hinterland and county towns and villages) a range of measures are required. These include improving wayfinding and an integrated coach management scheme to support traffic management measures at key destinations across the CMA, **including parking and set down areas to be provided within the City centre, at visitor attraction sites and at Cobh.**".*

#### 7.9.6 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders relating to the theme 'Bus'. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate. Some of the specific amendments that will be made are discussed below.

The *Cork Metropolitan Area Transport Strategy 2040* is a high-level strategy and sets out a framework for the planning and delivery of transport infrastructure and services to support the development of the Cork Metropolitan Area up to 2040. The *Strategy* will inform the development of regional and local level policy and as such, each major scheme proposed by the *Strategy* will be subject to its own appraisal process. The bus network map shown in the draft *Strategy* is an example of a potential comprehensive bus service plan that would deliver demand requirements, it is subject to further developmental work prior to finalisation and subject to change and periodic review. Some amendments will be made to the BusConnects Route Map in the final *Strategy* as a result of feedback received including the extension of the City Centre-Hollyhill route to serve Kerry Pike and the inclusion of the Passage West/Monkstown-Carrigaline bus route.

Based on feedback received during consultation, consideration will be given to extending the operation of bus services to a 24-hour service, where appropriate. The NTA will also give consideration to the provision of space on any new bus fleet to allow for passengers to carry bicycles onboard to facilitate multi-modal trips. Commitments to transitioning to a low emission bus fleet in line with the NDP will be made in the final *Strategy*.

Several stakeholders proposed the implementation of a complementary local bus service that would serve smaller villages throughout the Cork Metropolitan Area. The National Transport Authority currently runs a service of this kind, known as Local Link. The aim of Local Link is to address rural social exclusion and integrate bus services where possible with existing routes. Reference to local services and Local Link will be strengthened in the final *Strategy*.

## 7.10 Rail

Figure 7-9 details the breakdown of feedback received under the theme of 'Rail'. It shows that of submissions referring to the draft *Strategy's* rail proposals, 46% made reference to rail stations, 6% to accessibility, 27% mentioned the proposed rail network, 13% to facilities and 9% mentioned the service frequency.

Iarnród Éireann stated that “railways are recognised as the greenest form of land transport compared to other motorised modes, particularly given the mode’s high passenger capacity. Investment in the integration, expansion and potential longer-term electrification of the suburban rail network in Cork could contribute to Ireland meeting its national emissions targets and obligations, decongesting roads and encouraging modal shift away from the current over-dependency on the car”. They also noted that “the railway in Cork is a vitally important component of the local and regional transport infrastructure network providing essential commuter InterCity services”.

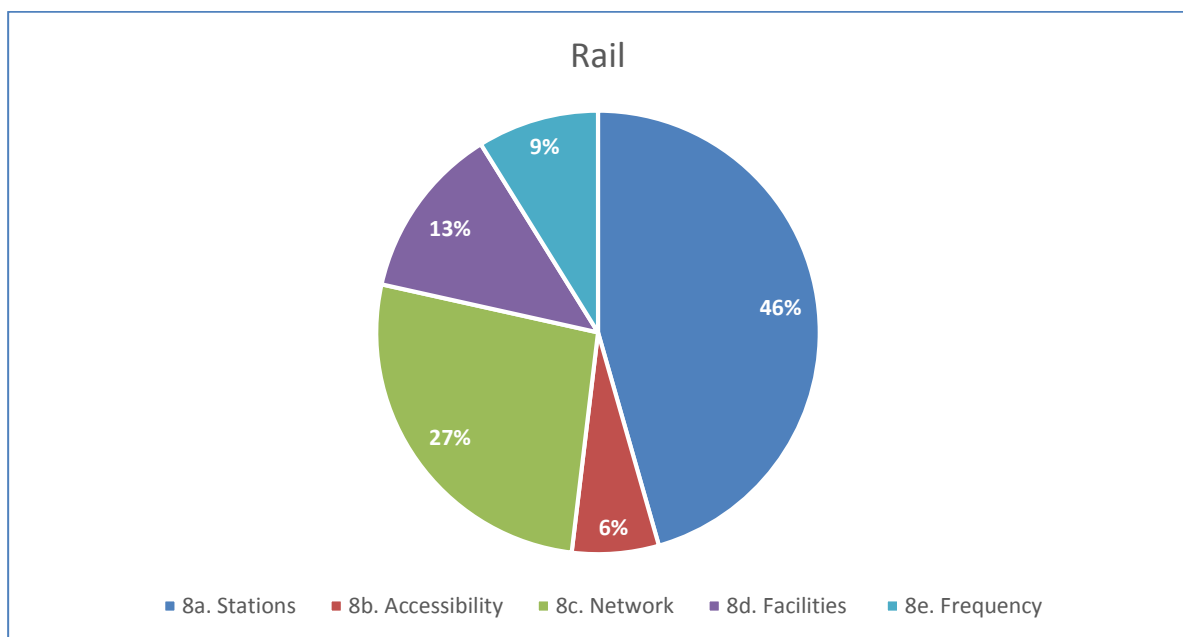


Figure 7-9: Graph representing a breakdown of how the theme 'Rail' was discussed by stakeholders.

### 7.10.1 Stations

The new proposed stations, reopening of stations and the upgrading of existing stations was seen as a priority for many stakeholders. Some stakeholders requested that the opening of certain rail stations, such as Ballynoe, be brought forward to facilitate the development of surrounding areas. Several stakeholders highlighted the benefits of all train stations serving as local mobility hubs, offering opportunities for multi-modal travel. One stakeholder queried why Rathduff train station is not included in the proposals.

Glounthaune Sustainable Development Committee highlighted that the accessibility of Glounthaune rail station urgently needs to be improved, through the provision of a lift, ramp or level crossing, as well as the design of the station entrance. They suggested providing a separate car park entrance and prioritising pedestrian access and safety, away from the planned toucan crossing. The Committee highlighted that valuable rail heritage, station house, junction control house and rail bridge should be retained and protected during any upgrades. The need to improve the accessibility of Little Island train station was also highlighted.

Cork County Council requested a “concrete commitment to the delivery of the possible station at Carrigtwohill West tied to the expansion of Carrigtwohill as an employment centre, given its strategic importance” is needed.

Cork Chamber requested to include the provision of a new rail station with Park and Ride facilities near the Dunkettle roundabout should be expedited to support the Glanmire Urban Expansion Area (UEA) at Ballinglanna, supported by bus services to Cork City Centre, Mahon and Little Island.

### 7.10.2 Accessibility

As mentioned in Section 7.9.1, the need to improve the accessibility of both Glounthaune and Little Island rail stations was highlighted. Objectives to improve the accessibility of key termini and interchanges such as Kent Station is supported by several stakeholders.

### 7.10.3 Network

The enhanced rail network was greatly welcomed by stakeholders as it “will support greater intraregional connectivity and support sustained growth in Cork”.

Several stakeholders have highlighted the omission of the Youghal railway line from the draft *Strategy* and requested that its inclusion be considered in the final *Strategy*.

Port of Cork stated that “it is important that the potential for rail freight at Marino Point is recognised within CMATS and appropriate policies put in place to protect future rail freight capacity”. They requested that the Proposed Suburban Rail Map is amended to indicate a spur servicing Marino Point and additional text is added to Chapter 9: Suburban Rail noting that capacity for a freight line to Marino Point will be protected and any works at Kent Station will be future-proofed to facilitate a freight line to Marino Point.

Several stakeholders suggested variations of the proposed Rail Network and these are outlined in Section 7.18 Alternatives.

### 7.10.4 Facilities

Several stakeholders expressed a need for trains to allow passengers to carry and store bikes safely onboard on all routes and at all times of the day.

“Cork needs to become the most progressive City in Ireland in the adoption of green technology and so [Cork Chambers] welcomes proposals to electrify our rail”. This view is echoed by many stakeholders, including the Southern Regional Assembly who stated that it “remains the vision of Cork Chamber’s that Cork and Dublin should be connected by electrified rail in the future, which would enable intercity rail journey times to be shortened to 90 minutes”. Indaver stated that “the timeline and cost associated with deploying hydrogen trains should be examined in detail”.

### 7.10.5 Frequency

One stakeholder commented on some of the accompanying documents such as the *Transport Modelling Assessment Report*, the *Transport Options and Network Development Report* and the *RSES Addendum Report*, in relation to the suburban rail scheduling. They noted that the service arrangement frequencies are not possible to schedule as currently proposed, and if CMATS endeavours to provide consistent frequencies on all lines, then it is not possible to provide through-running services from Mallow to both Midleton and Cobh meaning passengers would have to change trains at one of the stations between Cork Kent and Glounthaune and wait 5 minutes, which the stakeholder considered a reasonable wait-time.

Many stakeholders noted that an upgraded rail service/track to Midleton to increase frequency would benefit the commuting experience to and from Little Island.

People Before Profit requested that “all existing suburban rail routes run with a frequency of no less than every 30 minutes from 06:00-01:00”.

#### **7.10.6 Response**

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding rail. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

The final *Strategy* will incorporate feedback received on the need for all rail stations to be accessible and consideration will be given to 24-hour rail services, where appropriate.

The use of Marino Point in the context of port activities and rail freight will be addressed in the final *Strategy*.

## 7.11 Light Rail

Figure 7-10 details the breakdown of feedback received under the theme of 'Light Rail'. It shows that of submissions referring to the draft *Strategy's* light rail proposals, 69% made reference to the route alignment, 1% to facilities, 1% mentioned the frequency and 28% referred to the design.

Stakeholders noted that “light rail across the wider Cork City Area has the potential to change the near future of Cork”, “be the greatest influencer in behavioural change and bring a positive attitude to public transport” and “is crucial if Cork is to develop sustainably, and if Ireland is to reduce carbon emissions”.

A few stakeholders queried the demand for the Light Rail Transit (LRT), and if the projected demand could be served by Bus Rapid Transit (BRT). BRT is a high-capacity urban public transport system which operates in segregated priority lanes and unlike LRT, does not necessitate tracks.

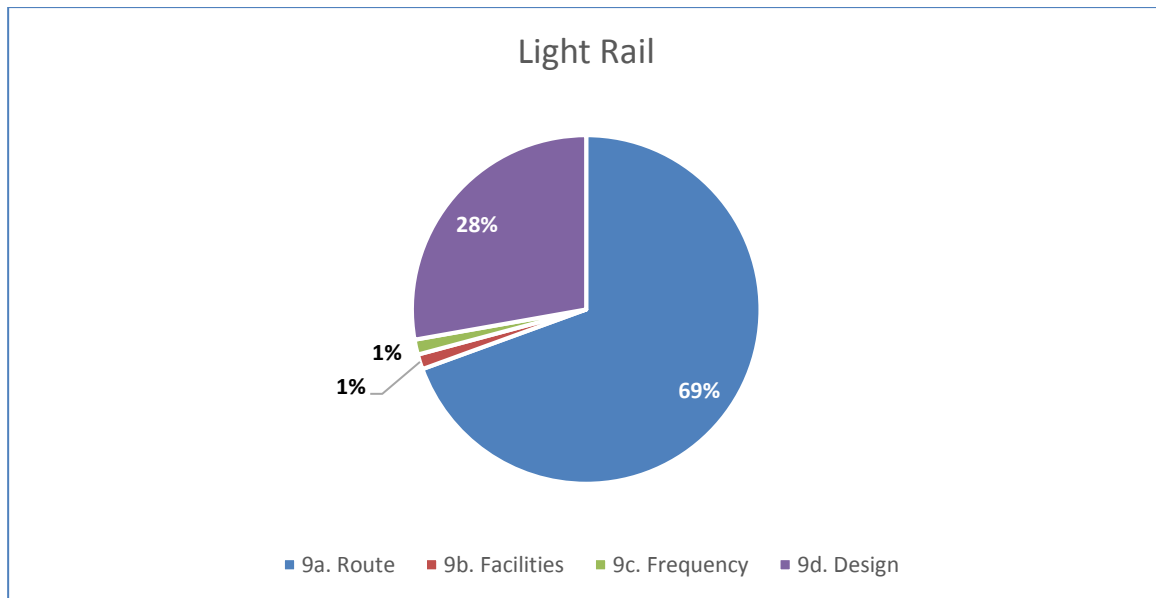


Figure 7-10: Graph representing a breakdown of how the theme 'Light Rail' was discussed by stakeholders.

### 7.11.1 Light Rail Route Alignment

Cork Chamber stated that they “agree broadly with the proposed light rail route and the objective of connecting as many places of education and employment as possible”. However, they noted that the proposal for running light rail over the Eastern Gateway Bridge does mean that it would prevent any large ships coming into the city in the future.

The provision of a stop at Páirc Uí Chaoimh was explicitly supported, as well as at University College Cork, Cork University Hospital and the Cork Science and Innovation Park.

Some questioned the possibility of an extension of the light rail route, for example from the Old Blackrock and Passage Railway to Harty’s Quay, or to Youghal and other satellite towns. One stakeholder suggested routing the light rail along the Northern Ring Road when it is completed, and another suggested connecting Kent to Little Island via Tivoli. One stakeholder raised a concern that the indicative route does not connect to Parnell Place Bus Station. The Glounthaune Sustainable Development Committee suggested that provisions should be made to extend the light rail to Cork Airport in the future. Other alternatives that were suggested by stakeholders are outlined under Chapter 24: Alternatives. One submission noted that the *Strategy* should adopt a ‘location-specific approach’ to achieve the optimum route for the light rail.

One stakeholder proposed that “the LRT and cycle route should be envisaged as the main street of future development with shop fronts and social spaces opening directly onto the route with any limited car traffic allowed in these developments routed away from this corridor and kept to the outside of developments”. Similarly, one stakeholder suggested that the “proposed indicative Light Rail Route Alignment indicates that the Light Rail should be rerouted to the main street of Ballincollig where the vast amount of employment is located, and where the footfall should be directed and encouraged”. They stated “that orientating it toward the park and ride is still focused on car use and is located to benefit car-based commuters from the west. The light rail should be focused on encouraging a model shift towards more sustainable forms of transport within high-density urban areas...and consider locating the light rail outside a reasonable walking distance from the town centre negates the potential benefit to these important user groups...and will not provide for safe travel at night as this location does not benefit from passive surveillance”.

Deputy Michael McGrath TD and Cllr. Seamus McGrath raised concerns that “south Cork has been omitted from these proposals and is something [they] strongly request should be reviewed”. They stated that it “is wholly unacceptable that a plan up to 2040 does not show the ambition to have a rail connection to Carrigaline and surrounding areas”. This view was echoed by a couple of other respondents including the Carrigaline Community Association.

A few stakeholders recommended that the “greenfield” portions of the LRT route be initially used as a cycle route in the interim, followed by a bus and cycle route once development commences along the route.

One stakeholder noted that it was important for the alignment of the light rail to avoid community severance.

Several respondents raised concerns with the light rail sharing space with the Greenway to Mahon, as the railway line greenway is a natural asset for the city. It was noted that inclusion of the LRT should be done in a sensitive manner to protect the green credentials and amenity value of this route. One stakeholder noted, “experience such as problems with the Luas tracks in Dublin has shown that active transport and light rail are not successful bedfellows and should be separated”. The Glounthaune Sustainable Development Committee stated that “the design of the light rail route must respect and reinforce the active travel hierarchy, pedestrian considerations first, following by the cyclist, then public transport”.

A number of submissions expressed support for the proposal to provide high-frequency bus service along the LRT route in advance of its implementation. However, it was highlighted that an advance connection to the Cork Science Innovation Park by bus is not shown on the map. The Southern Regional Assembly noted the provision of the bus priority route in the interim to establish the corridor but recommended a forward planning approach whereby the LRT delivery is a priority. The Southern Regional Assembly also stated that the “delivery of the LRT as a game-changing infrastructure will be a significant catalyst for regeneration along its corridor and further opportunities will come forward for consolidation post LRT completion”.

One stakeholder requested that consideration is given to the location of existing infrastructure and their wayleaves to avoid delays in the delivery of the LRT, as well as to avoid the relocation of utilities.

### 7.11.2 Facilities

One stakeholder suggested that CMATS includes consideration for the most suitable location for a light rail depot.

### 7.11.3 Frequency

One stakeholder noted that “the frequency of the service is key”.

#### 7.11.4 Design

One stakeholder requested that “greater guidance with regard the appropriate widths of the light rail corridor should be provided in the CMATS that reflect the different urban environments that will be served by this infrastructure” and “examples on how the light rail can be integrated into the Cork’s urban fabric”. One stakeholder, for example, noted that the draft *Strategy* indicates a number of proposed stops along the LRT in the South Docklands, and stated that “the exact location of these stops should be subject to detailed design and there should be a degree of flexibility of the precise location of the future stops”. One stakeholder suggested that “there will need to be a location-specific approach to achieve the optimum route”.

One stakeholder suggested that an at-surface rail system in Cork is not feasible given the narrow street network. Another, in the context of climate change and increased risk of flooding, stated that a light rail line is inadvisable, and a bus link would suffice and could be easily rerouted in the event of a flood.

One submission stated that “the culvert over which the Skehard Road runs is less than two metres high, therefore no light rail can exit here” and that the width of the Marina will cause further difficulties.

Cork Chamber noted that “from a safety perspective, it is important to segregate any future light rail from pedestrians and cyclists” and recommended “the use of a small curb/armadillo to segregate the light rail route to other road users particularly along routes such as Washington Street and Patrick Street which have high-levels of footfall”. To maintain the area’s natural value, Cork Chamber also suggested “the use of planting to shield light rail from other road users to ensure that any light rail infrastructure fits in with the surrounding area as natural as possible” and recommended that “at the design stage, consideration regarding appropriate lighting should be given”. One stakeholder proposed, in order to preserve amenity, that all power supplies for the light rail should be ground-mounted.

In general, the proposal for the light rail (LRT) received a lot of support, with many respondents of the view that it is “the best possible mechanism for securing public transport imperatives that the Cork Metropolitan Area needs to sustain growth up to 2040”, and thus requested that its implementation should be brought forward.

#### 7.11.5 Response

The National Transport Authority acknowledges all views expressed by stakeholders regarding the proposed light rail route and alignment. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

The *Cork Metropolitan Area Transport Strategy 2040* is a high-level strategy and sets out a framework for the planning and delivery of transport infrastructure and services to support the development of the Cork Metropolitan Area up to 2040. The *Strategy* will inform the development of regional and local level policy and as such, each major scheme proposed by the *Strategy* will be subject to its own appraisal process.

## 7.12 Parking

Figure 7-11 details the breakdown of feedback received under the theme of 'Parking'. It shows that of submissions referring to parking, 59% made reference to Park and Rides, 34% to parking provision, 3% mentioned the cost of parking and 4% reference congestion in relation to parking.

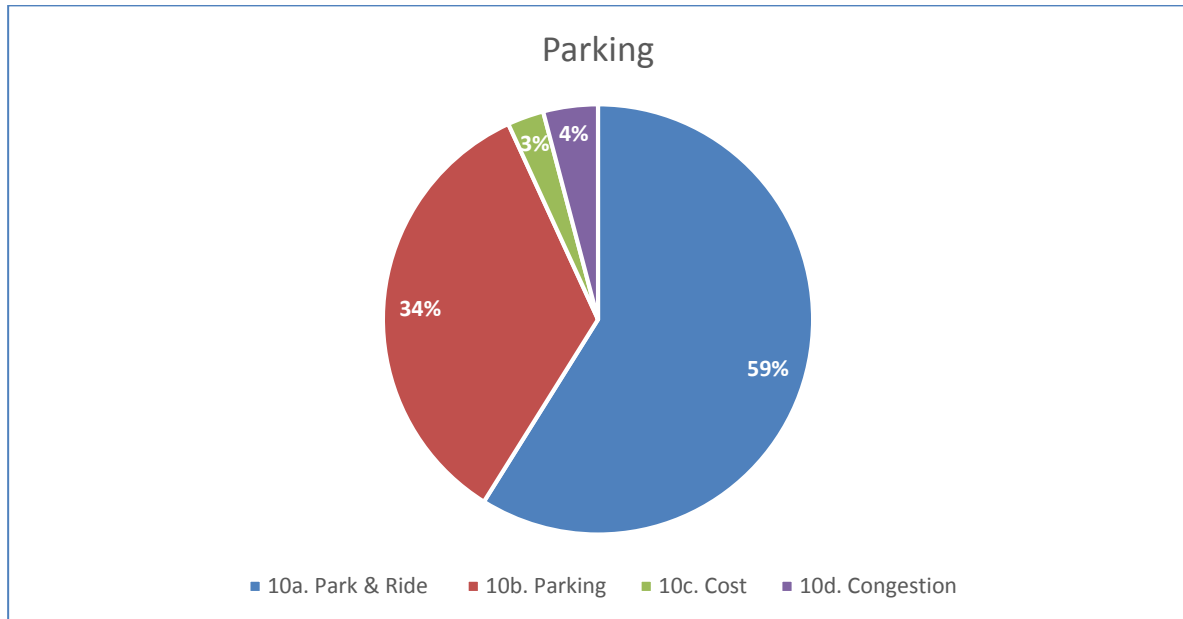


Figure 7-11: Graph representing a breakdown of how the theme 'Parking' was discussed by stakeholders.

### 7.12.1 Park and Ride

Much of the feedback received showed considerable support for the draft *Strategy's* proposals in relation to Park and Ride facilities, the majority of which stated immediate implementation is crucial. Park and Rides were cited by stakeholders as critical in easing congestion, reducing noise and air pollution and supporting the economic vitality of the CMA.

The Dunkettle Park and Ride, the Carrs Hill Park and Ride, as well as Park and Rides located in the western suburbs, received particular support. However, feedback also raised concerns with the imbalanced provision of Park and Rides to the north and east of the City Centre.

Stakeholders requested that all Park and Rides be equipped with certain facilities to promote multi-modal travel including secure bike parking, public bike share scheme, high-quality wayfinding information and Electric Vehicle Charge Points to suit a variety of different charging speeds. Some stakeholders requested that certain Park and Rides be served by buses that not only connect with the City Centre but also to strategic employment centres throughout the CMA.

One stakeholder highlighted that the Black Ash Park and Ride is currently operating below capacity and uptake of the service should be encouraged. Cork Chamber also noted that the Black Ash Park and Ride is not included in the draft *Strategy* and wish to confirm its operation will be maintained.

Cork Airport is supportive of the proposed Airport Park and Ride and requested to engage with the NTA at the earliest possible stage.

One stakeholder stated that a Park and Ride serving both Carrigaline and Ringaskiddy has been zoned on the north side of Carrigaline in successive Local Area Plans since 2011 and queried why it is not included in the draft *Strategy*. Another stakeholder suggested considering a Park and Ride at Kilbarry Station and/or at the meeting point of the M20 with the North Link Road.



### 7.12.2 Parking

A number of stakeholders expressed their strong support for the removal of on-street parking over the lifetime of the *Strategy*, with one stakeholder stating that it should be “drastically reduced in favour of supporting wider footpaths and segregated cycle lanes”. One stakeholder suggested that the removal of surface car parks could free-up land for transport solutions start-up companies.

However, the proposed removal of on-street parking on Summerhill North to facilitate the provision of a priority bus lane has raised concerns among certain stakeholders, particularly local residents and business owners. Those who raised an issue with this proposal explained that many of the residents do not have access to off-street parking and depend on the on-street parking, especially older residents, those with young children or reduced mobility. One stakeholder also raised concerns about the potential negative impact the removal of on-street parking could have on their business which is located on Summerhill North.

Several submissions cited parking on footpaths and cycle lanes as a barrier to movement and expressed the need for increased parking enforcement.

One potential landowner requested the *Strategy* provide for objectives which “allow for the development of temporary car-parking spaces during early phases of the development which can be reduced or removed following the introduction of a high-frequency bus route”. Another potential landowner highlighted that “there needs to be an acknowledgement of the different requirements for commercial occupiers. From an office space perspective, there are two distinct markets, City Centre and Suburban. City Centre locations close to public transport hubs can operate successfully with limited parking, but suburban locations need access to larger quantities of car parking”. They requested “proper acknowledgement of the need for additional car parking in suburban areas of the city and to support existing and future investment”.

### 7.12.3 Cost

One stakeholder supported smart parking pricing and the extension of pay-parking zones with a view to the total discontinuation of free on-street parking in the City Centre. Another supported parking charges at out-of-town retail locations.

### 7.12.4 Congestion

The Southern Regional Assembly highlighted that through effective management of parking, private car trips to urban centres will be reduced. Cork Business Association and another stakeholder noted that “Park and Ride facilities can support economic vitality by improving overall accessibility to the City Centre area and reduce road traffic congestion”.

### 7.12.5 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding parking. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

Several stakeholders suggested additional locations for Park and Rides services or queried where on-street parking is removed, if off-street parking would be provided. The draft *Strategy* proposes mobility hubs which would complement strategic Park and Rides at a local level and be supported by frequent public transport, quality walking and cycling networks. Local mobility hubs typically support lower residential parking in proposed regeneration areas with potential for some very limited destination parking in areas where on-street parking has been re-purposed. These hubs would also be a useful tool for managing parking during early phases of new development to complement the introduction of public transport. The location and specifications of these hubs will be determined on a case-by-case basis.

### 7.13 Public Transport Interchange and Integration

Figure 7-12 details the breakdown of feedback received under the theme of 'Public Transport Interchange and Integration'. It shows that of submissions referring to interchange and integration, 56% made reference to Interchange, 19% to facilities and 26% mentioned tickets/fares. Nearly one-third of all submissions mentioned Public Transport Interchange and Integration.

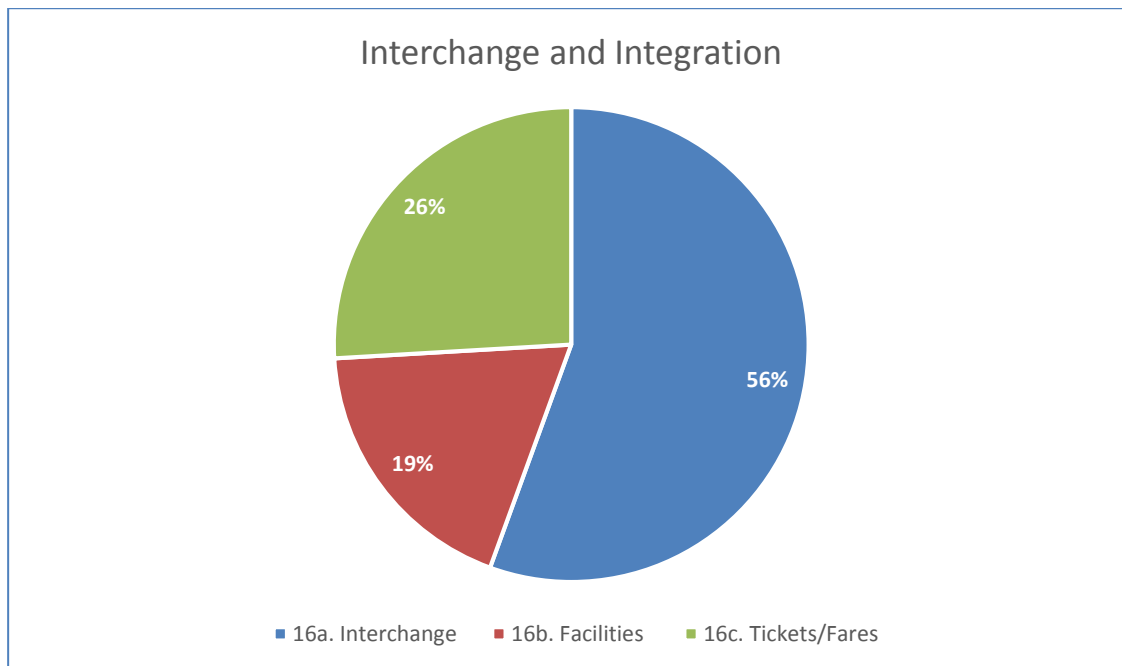


Figure 7-12: Graph representing a breakdown of how the theme 'Public Transport Interchange and Integration' was discussed by stakeholders.

#### 7.13.1 Interchange

A considerable number of submissions cited the provision of seamless interchange between modes to enhance accessibility and integration as a priority of the draft *Strategy*.

Several stakeholders noted that SMART technologies and Mobility as a Service networks will be transformative in facilitating integration and ease of movement between modes and should be emphasised as such by the *Strategy*. Technologies that support Real-Time Passenger Information and payment integration are also viewed as an important element of any modern transport system.

Feedback revealed demonstrable support for the implementation of neighbourhood Mobility Hubs. Stakeholders requested that all commuter train stations serve as neighbourhood Mobility Hubs to support multi-modal travel, and include facilities such as dedicated car club spaces, carpooling spaces, Electric Vehicle Charge Points and bus stops. Cork Chamber requested that “priority be given to a Mobility Hub at Little Island supported by frequent public transport, quality walking and cycling network”.

Clear schematic mapping and high-quality wayfinding measures were referenced as critical in facilitating ease of transition between modes.

One stakeholder highlighted that “Ballinglanna, Dunkettle and Glanmire need integrated travel options, to provide safe cycle and bus connectivity to Tivoli, Cork and Little Island”. Cork Chamber requested funding to “provide immediate improvement of the pedestrian/cycle connection from the station to Little Island/Eastgate, by means of a new foot-cycle bridge with a children’s play feature incorporated into it. This should be designed to link into the cycle plan, the primary route from Dunkettle to Carrigtwohill”.

One stakeholder suggested the provision of North-South sustainable and active transport links to feed into the stations on the east-west rapid transit corridor.

The Southern Regional Assembly recommended that CMATS has regard to strengthened content for the RSES/CMASP arising from the public consultation, including strengthened regional support for multi-modal travel chains.

Cork County Council suggested renaming Mobility Hubs to 'Transport Hubs'.

### 7.13.2 Interchange Facilities

A significant number of stakeholders conveyed a need for seamless interchange between modes to promote multi-modal trip chaining, as existing conditions prove to be a barrier and less attractive options than the private car. This includes the provision of facilities such as:

- Secure, sheltered bike parking suitable for both long-stay and short-stay;
- Extension of the public bike-sharing scheme;
- Innovative technologies and Mobility as a Service networks;
- Reliable Real-Time Passenger Information;
- Long-stay car parking;
- Carpooling and carsharing facilities;
- High-quality wayfinding, signage and information relating to route options; and
- Machines that allow efficient LEAP card top-ups and ticket dispensing.

### 7.13.3 Ticketing/Fares

Feedback received showed considerable support for integrated ticketing.

Several submissions cited affordability and efficiency of public transport ticketing as an influencing factor on travel behaviour. Some measures that were suggested include:

- Public transport fares to be abolished entirely on all Cork bus and suburban rail;
- Young children go free;
- 80% cut in fares;
- A reduction of 35-50% on rail fares;
- Inclusion of Mallow in LEAP commuter fare zone;
- Introduction of contactless payment; and
- Improvement of LEAP card functionality (tap-on, tap-off).

### 7.13.4 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding public transport interchange and integration. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

## 7.14 Roads

Figure 7-13 details the breakdown of feedback received under the theme of 'Roads'. It shows that of submissions referring to the draft *Strategy's* roads proposals, 22% made reference to national roads, 13% to motorways, 19% to regional/local roads, 31% mentioned traffic management and 15% mentioned sustainable transport.

Over half of all submissions made reference to the proposed road network. A significant number of stakeholders were concerned with the provision of roads within the draft *Strategy*, particularly with the prioritisation of certain roads over sustainable and active travel measures. Many stakeholders were concerned that there is a misalignment between the *Strategy's* overall principles and objectives striving for sustainable transport while still providing new roads projects and additional road capacity. The Cork Greens cited that "it is preferable to view all new road projects through the lens of liveability and for the emphasis on liveability to be the metric that the *Strategy* uses rather than economic development or to appease land developers". Others recognised the need for strategically important improvements to the road network as essential and would complement the sustainable transport interventions proposed. Some stakeholders, primarily potential landowners and business owners raised concerns that the timescale for the delivery of key road projects is too long.

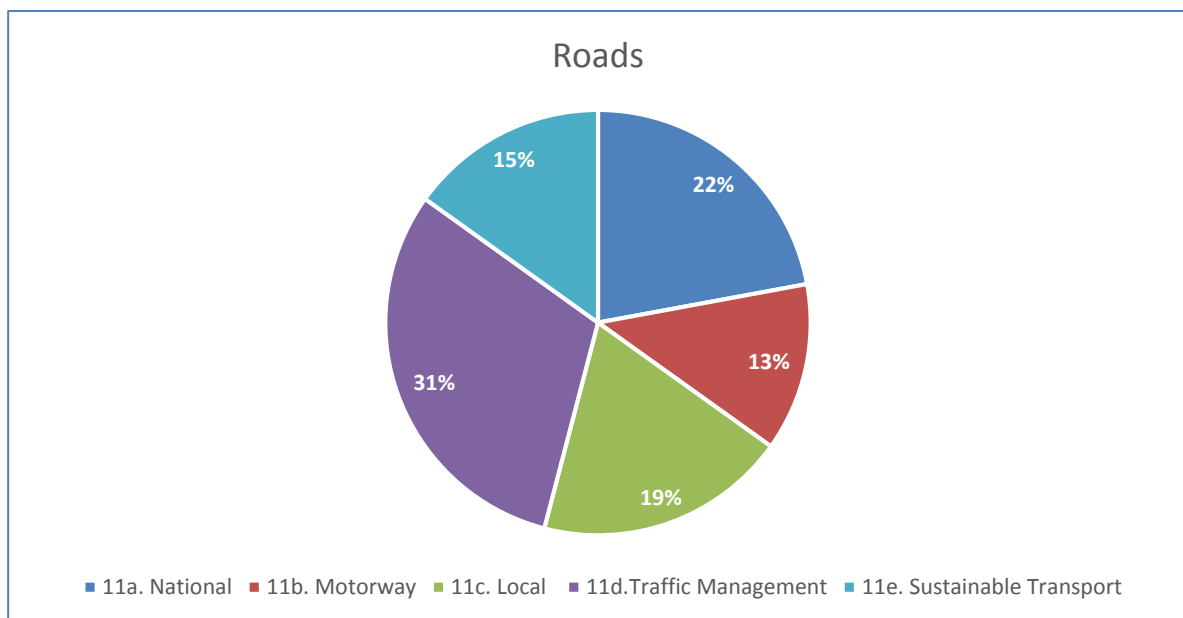


Figure 7-13: Graph representing a breakdown of how the theme 'Roads' was discussed by stakeholders.

### 7.14.1 Motorways/National Roads

A number of potential landowners and stakeholders welcomed the inclusion of the Cork North Ring Road (CNRR) in the draft *Strategy*, however stated that it is needed "as a matter of urgency" and is "widely accepted as intrinsic to solving Cork's traffic woes". Several stakeholders raised concerns that the lack of clarity surrounding the implementation of the proposed CNRR may result in the sterilisation of much of the northside, including the Ballyvolane area where development may not be able to proceed in a timely manner, and therefore has the potential to undermine the planned spatial distribution of population and employment. Many stakeholders noted that the completion of the CNRR would provide access to vast tracts of land and allow the northside to act as a counter-balance to the southside. Cork City Council stated that "in the absence of the development of the CNRR, the city is heavily reliant on one piece of infrastructure, the Jack Lynch tunnel, which has limited capacity. Therefore, it is important that the CNRR is developed to provide full connectivity

for strategic transport”. However, several other stakeholders recommended that CNRR should only be considered once sustainable and active travel measures are in place.

Several stakeholders requested further clarification on the status of the M28. Some considered that “the new timeline for the M28 in CMATS is wholly unacceptable and contrary to the Government’s *National Development Plan*”. Cllr Seamus McGrath and Deputy Michael McGrath TD stated that “a proper road network is urgently required to serve Carrigaline, Ringaskiddy and surrounding areas...the conditions of this road raise serious safety issues...the relocation of the Port of Cork to Ringaskiddy is underway resulting in significantly more HGVs using this road. It is simply not possible for the current road to remain the key road link to Carrigaline and Ringaskiddy for a further nine years”. Several stakeholders highlighted that road access to the Port of Cork at Ringaskiddy is critical.

Others sought clarification on the relationship between the N/M20 Scheme and the CNRR. Cork County Council noted that “there may be heightened expectation of the extent of works being undertaken as part of the N/M20 appraisal on the CNRR in that the implementation and delivery of this road may not be considered in ‘great detail’ as suggested in the draft *Strategy*”.

Several stakeholders queried the need for both the CNRR and Cork Northern Distributor Road (CNDR), on the basis that they may duplicate the same traffic movements.

One landowner sought clarity on the location of the interchange between the N27 and the Southern Distributor Road (SDR) infrastructure further north and closer to the South Link/Kinsale Road Interchange.

One stakeholder raised concerns about implementing demand management measures along the N40 and advocated that it is essential to provide good public transport before tolling is considered.

One potential landowner requested that localised road improvements are undertaken on the N40, which will “increase the capacity of development that can be accommodated within their site prior to the delivery of a high-frequency bus route/light rail”.

A key request of Cork Airport’s submission was that the approach to the Airport should be designated as a ‘Strategic Priority’ and that CMATS includes provision for specific improvements on the N27 between the Airport and the Kinsale Road Interchange. The N27/Airport Hill is currently subject to large traffic volumes.

#### 7.14.2 Regional and Local Roads

Several stakeholders raised concerns with the proposed redesign of Douglas Road and South Douglas Road and the potential social and economic impacts of the redesign, as discussed in Section 7.8.2.

Some feedback criticised the inclusion of objectives to provide for additional road network infrastructure within the proposed Urban Expansion Areas in the Cork Metropolitan Area. These respondents raised concerns that this may lead to non-compact, car-dependent development. Similarly, some stakeholders were critical of the proposed new roads to the south of the city which appear to tie in with the Strategic Land Reserves and requested that they are not prioritised over the provision of high-quality walking and cycling infrastructure and a high-frequency bus network.

One landowner expressed concern with the indicative route of the CNDR and the potential impact it may have on development potential in Kilbarry and elsewhere along the route and requested clarity in the final *Strategy*. One potential landowner also raised concerns about the proposed route of the CNDR noting that the indicative route traverses the eastern end of their land and would intersect existing housing estates to the north if implemented in its current form. They also sought clarity on the extent the CNDR links with the CNRR.

The Southern Regional Assembly expressed support for the CNDR in order to provide access to strategic development lands and to facilitate radial and orbital bus network improvements and remove through-traffic and HGVs from the City Centre.

Cork Cycling Campaign requested that the *Strategy* outline and emphasise road design features that support lower speeds and facilitate the concept of legible urban roads and streets.

One stakeholder expressed a need to upgrade Waterfall Road to an urban street with public transport, pedestrian and cycle facilities in order to ensure planned residential development in the area.

One submission expressed support for the conversion of the old N28 into a quiet way/bus and cycle priority route and urged more quiet ways to be opened around Carrigaline, to allow pedestrians and cyclists to use our local rural feeder roads in peace, for example, Ferney Road.

Cork Chamber and Cork County Council stated that “the upgrade of the R624 and the R630 to National Roads status would be an appropriate measure under CMATS especially when considered in the light of the proposed development of Marino Point and the strategic importance of the refinery in Whitegate”. Port of Cork also noted that the current designation of Marino Point as an industrial port facility, the commercial cargo operations in Cork Dockyard (import and export), and the existing cruise vessel visits in Cobh (over 100 per year) now mean the upgrade of the R624 is required to realise the potential of the Great Island as a Core Port under TEN-T guidelines”. Port of Cork also noted in their submission that Cork is a Tier 1 port under the Irish National Ports Policy.

A number of stakeholders supported the need to connect improved public transport and cycle infrastructure on radial routes such as Model Farm Road, Curraheen Road, Waterfall Road and Bandon Road by providing a new north-south route through the Cork Science and Innovation Park.

One stakeholder highlighted that the delivery of Monahan Road’s extension is tied to Local Infrastructure Housing Activation Funding (LIHAF) and will need to be delivered in the short-term. A comprehensive list of works included in the Docklands and Tivoli Road Network and bridges was requested by one stakeholder. While it was acknowledged that not every project can be mentioned in a strategic document, the stakeholder stated that the works to Monahan Road will lead to the future development of the Eastern Gateway Bridge, and therefore its timeframe for delivery should be clearly stated. Several submissions recommended that any new proposed bridges serving the Docklands, or the Upper Harbour, should be designed to allow for shipping to pass to retain Cork’s long shipping heritage.

One stakeholder raised concerns about the routing of the SDR and suggested that the proposed route in its current form is not the best route, for example, through low intensity light industrial uses along the Ballycurreen Road/Forge Hill and through the difficult Ballycurreen junction and the proposed route would not optimise the return in the significant investment in this piece of key infrastructure.

The Port of Cork highlighted that the continued need to accommodate port operations and to facilitate construction traffic associated with the regeneration and redevelopment of the Tivoli Docklands means that the proposed road access enhancement to the west and new east junctions should be designed for sufficient HGV capacity in the short to medium term. Port of Cork recommended that the text in the draft *Strategy* concerning ‘Tivoli Access’ is amended to include the following:

- “Improved access to cater for public transport, pedestrians, cyclists and general traffic is required to develop the Tivoli Docks site as a new urban district, following the relocation of Port of Cork to Ringaskiddy.”

- “In the short to medium term, interim solutions are required to accommodate the co-location of new development with continued HGV port freight activity and construction traffic.”

In addition to providing sufficient transport capacity, the Port of Cork noted that there should be a presumption in favour of a mixed-use development at Tivoli to reduce the need for commuting and travelling to access essential and daily services. Accordingly, the Port of Cork requested the following addition to *Strategy* under ‘Tivoli Access’:

- “Mixed-use developments within large brownfield sites have the potential to reduce travel requirement and the Local Area Plan for Tivoli should consider the benefits of providing for a mix of residential, employment and service uses within the site.”

Cork Airport sought clarification on whether the new link referred to in the *Ballincollig Carrigaline Municipal District Local Area Plan* is incorporated into the Southern Distributor Road proposed by the draft *Strategy*.

### 7.14.3 Traffic Management

Stakeholders showed strong support for the following measures and would like to see more of an emphasis on them in the *Strategy*:

- Congestion charges;
- City Centre traffic exclusion zones, including the central island;
- Car reduction measures such as odd/even day access based on the number plate;
- 30km/h speed limits in housing estates, residential streets, outside schools, playgrounds, open spaces and sports grounds;
- Much more frequent review and transparency of speed limits throughout the Cork Metropolitan Area;
- Intelligent traffic light signalisation which prioritises cyclists and pedestrians. One stakeholder requested that CMATS recommends a city-wide policy that all isolated pedestrian and toucan crossings have a fast change signal, and that all signal timings of all isolated crossing timings should be reviewed and shortened;
- An improved accident and traffic protocol should be put in place by the Gardai for Carrigtwohill, Glounthaune, and Little Island when needed in the case of emergency and traffic diversions; and
- Cork Cycling Campaign recommended that high occupancy vehicle lanes or routes through the City Centre should be mentioned.

Glounthaune Sustainable Development Committee called for the immediate implementation of traffic calming measures and filtered permeability as necessary on the local roads and residential areas of Glounthaune.

One stakeholder requested that the *Strategy* include more specific provisions in relation to traffic management proposals to improve road safety and accessibility along Airport Hill.

Several retail operators requested that the *Strategy* acknowledge their requirements for accessing streets that may be closed to motor vehicles to facilitate deliveries throughout the day.

Port of Cork welcomed the draft *Strategy’s* recommendation to redirect non-strategic traffic from the strategic road network, through a variety of measures, including demand management stating that capacity at the Jack Lynch Tunnel is of particular significance in terms of future container freight capacity at Ringaskiddy.

Port of Cork requested that the following amendments are made to the draft *Strategy's* text in relation to demand management, to state that “measures will not be introduced in isolation but only after due consideration of the impact on access and movement across the City and suburbs, in parallel with the introduction of necessary appropriate alternative measures to mitigate affected traffic movements” and that fiscal measures will be targeted at non-strategic traffic.

#### **7.14.4 Response**

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding roads. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate. Some of the specific amendments that will be made are discussed below.

The *Cork Metropolitan Area Transport Strategy 2040* is a high-level strategy and sets out a framework for the planning and delivery of transport infrastructure and services to support the development of the Cork Metropolitan Area up to 2040. The *Strategy* will inform the development of regional and local level policy and as such, each major scheme proposed by the *Strategy* will be subject to its own appraisal process. The road network map shown in the draft *Strategy* is an indicative example of a potential comprehensive road network but is subject to its own feasibility and alignment studies.

The final *Strategy* will outline provisions that support lower speed limits and will facilitate the concept of legible urban streets for regional and local roads, in particular in an urban context.

Several stakeholders provided varying opinions on congestion charges being introduced in the Cork Metropolitan Area. The final *Strategy* will include the consideration of congestion charges as a means for managing private car use to and from Cork City Centre, in conjunction with the wider supporting measures and in the context of reliable public transport and alternatives.



## 7.15 Freight, Delivery and Servicing

Figure 7-14 details the breakdown of feedback received under the theme of 'Freight, Delivery and Servicing'. It shows that of submissions referring to the freight, delivery and servicing proposals, 22% referred to Port of Cork, 39% to HGVs, 20% to logistics and 19% to delivery.

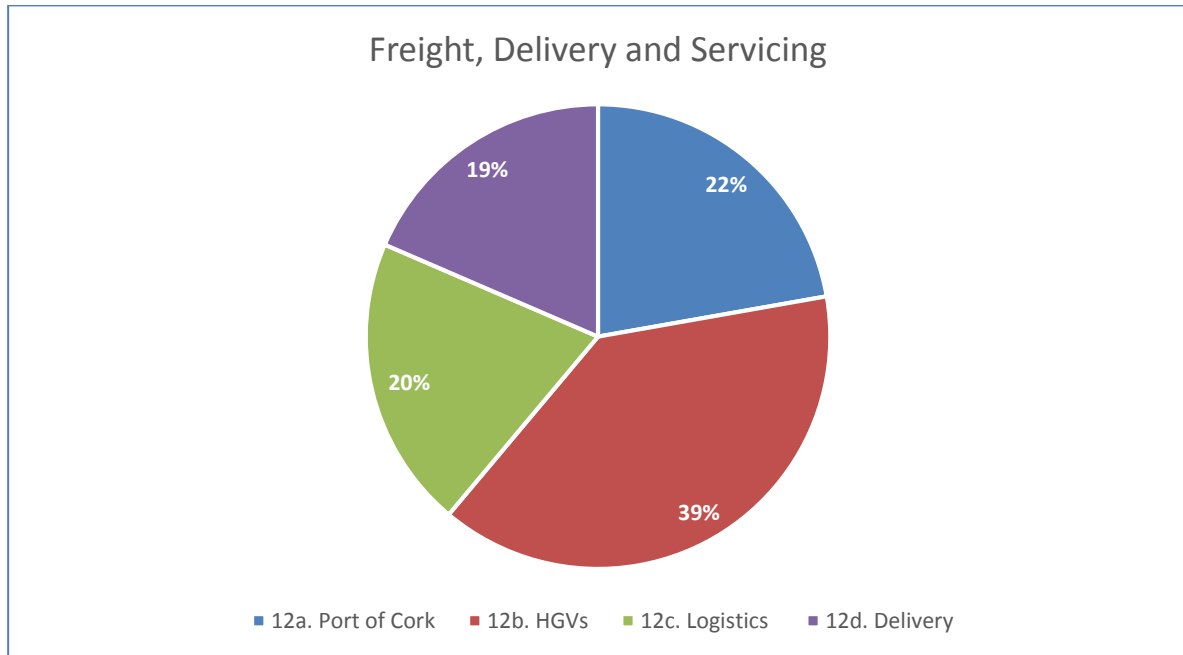


Figure 7-14: Graph representing a breakdown of how the theme 'Freight, Delivery and Servicing' was discussed by stakeholders.

### 7.15.1 Port of Cork

Port of Cork's submission highlighted various issues in relation to the Port's activities and how these were addressed in the draft *Strategy*. Port of Cork noted that "the draft *Strategy* does not fully acknowledge or reference existing and future Port activities at Whitegate, Cobh, Marino Point and Tivoli".

"The current designation of Marino Point as an industrial port facility, the commercial cargo operations in Cork Dockyard (import and export), and the existing cruise vessel visits in Cobh, which reach over 100 per year, now mean the upgrade of the R624 is required to realise the potential of the Great Island as a Core Port under TEN-T guidelines. Cork is also a Tier 1 port under the Irish National Ports Policy".

Port of Cork highlighted that it is important that the potential for rail freight at Marino Point is recognised and appropriate policies are put in place to protect future rail freight capacity.

They also recognised that, in addition to the delivery of the CNDR, City Centre based freight operations need to be relocated to sustainable lower harbour locations. These operations are mainly port-related, such as Gouldings fertilisers and bulk animal feed imports, and may be able to be accommodated by the development of Marino Point and the extension of the existing Ringaskiddy Deepwater Berth. To facilitate this the R624 regional road will have to be upgraded to a national road and the M28 Motorway and Dunkettle Interchange delivered.

Port of Cork noted that the phasing timeline in the draft *Strategy* identifies the M28 as being delivered in the medium term, by 2031. Port of Cork considers that "this is not reflective of the scheme-specific programme to deliver the M28 and any shift in the priority for delivery of this critical

piece of infrastructure will have a negative effect on economic growth in the Cork Metropolitan Area as well as on the growth of the Port itself”.

Port of Cork also stated regarding Ringaskiddy, that “the future development of the port facility at this location is dependent on the delivery of the M28, with several conditions of the existing permission for the upgrade and expansion of the Port requiring the completion of both the M28 and the Dunkettle Road Schemes”. Port of Cork noted that these restrictions mean that Tivoli and City Quays may have to continue to operate as a port facility until these road schemes are in place, therefore it is imperative that the timeline for the delivery of these road schemes is established as ‘short term’ in the CMATS policy documents”.

Thus, Port of Cork requested that the timeline graph in the draft CMATS is amended to reflect the current national objective to deliver the M28 and Dunkettle Interchange in the short-term.

One stakeholder raised concerns about moving the container port from Tivoli to Ringaskiddy and its potential to create congestion.

### 7.15.2 Heavy Goods Vehicles

Feedback from stakeholders including the Cork Transport and Mobility Forum presented general support for the restriction of HGVs from the City Centre, except for some retailers who were concerned about the potential negative impacts on their business. Carrigaline Community Association requested that CMATS considers placing restrictions in Carrigaline for HGVs. Engineers Ireland noted that the “scale of projected development in the City Centre means that a HGV’s destination could be in the City Centre, as opposed to just transitioning through and therefore road layouts should not entirely preclude HGVs”.

Cork Chamber and Port of Cork agreed with restricting HGV movements through the City Centre, however considered it imperative that alternatives are in place before any such restrictions are introduced.

Port of Cork requested that additional bullet points are added to the section on HGVs stipulating that supporting land-use planning policies and road infrastructure upgrades that will facilitate the relocation of freight-based operations from Cork City Centre, to lower harbour locations and that “road infrastructure upgrades to new port facilities in Cork’s lower harbour will need to be in place to facilitate the transition of port related HGV traffic from the City Centre to sustainable lower harbour locations. i.e. the M28 to Ringaskiddy, and an upgrade to the R624 and Belvelly Bridge to access Great island and Cobh”.

One retailer stated that the use of larger goods vehicles by retail operators can reduce the number of trips required to a store, and as such, reduce the number of vehicles on the road and therefore requested that a sensible approach is taken with regard access for larger delivery vehicles, as should these be restricted entirely, could lead to increased congestion and emissions through use of multiple smaller vehicles.

One stakeholder raised concerns that the draft *Strategy* does not mention the provision of HGV parking and driver facilities.

The Southern Regional Assembly recommended that the *Strategy*, specifically in Chapter 13, integrates a wider awareness of the inter-regional nature of freight and HGV movement as origin and destinations outside the CMATS study area will have a significant impact on movements, especially increased movements to and from the ports and airports. The Southern Regional Assembly emphasised that reference to the need for a region-wide freight strategy is a priority for effective freight management.

Many stakeholders raised concerns that the draft *Strategy* does not adequately comment on the possibilities for rail freight transport.

One stakeholder raised concerns that the draft *Strategy* does not mention the proposed incinerator in Ringaskiddy, as if constructed, would lead to a considerable increase in HGV traffic throughout the southern region.

Indaver requested that text should be included in the final CMATS regarding HGVs in relation to hydrogen's role in decarbonising HGVs such as refuse collection vehicles.

### 7.15.3 Logistics

IBEC welcomed the proposal to examine the feasibility of strategic consolidation and logistics centres and break-bulk facilities in proximity to the national road network and the case for urban or micro-consolidation centres within Cork City to reduce the number of last-mile trips being made by motorised vehicles.

One stakeholder suggested that goods, especially freight, should be transported as near as possible to Rosslare, stating that "there are vast tracks of poor land around Youghal adjacent to the N25 where a major freight terminal could be built".

### 7.15.4 Delivery

One retailer stated that deliveries and loading-bay facilities are of paramount importance to convenience retailers. As such, this retailer requested that loading-bays "continue to be provided and any new technological solutions with regard to accessing these should be carefully assessed with the retailer's specific requirements in mind. Any changes to the deliveries and loading bay facilities in the City could have an operational impact on businesses, particularly convenience retailers". The retailer explained that it is "necessary for retailers to receive their goods at certain stages of the day to ensure the best produce offer and the efficient operation of the store. If these systems are disrupted, a greater number of trips may need to be made for deliveries which will increase the number of emissions being produced", and thus requested that detailed assessments and trials are carried out prior to virtual loading bays being implemented as one retailer has concerns that such a mechanism could interrupt their established sustainable delivery system.

The Southern Regional Assembly recommended strengthening the *Strategy's* reference to the strategic regional road and rail corridors for their role in efficiently moving freight and recognition that a regional freight strategy will be pursued as an objective of the *Regional Spatial and Economic Strategy*.

The Southern Regional Assembly also recommended strengthening emphasis on the decarbonisation of the freight sector, the need for networks of renewable energy refuelling stations, the integration of smart technologies in logistics management and innovations in vehicle design as positive impacts on freight, smarter freight systems, the strategic road and rail network for inter-regional freight movement and preparation of a regional Freight Strategy.

One stakeholder proposed that "a more ambitious approach to the long-term management of strategic public and freight traffic would be to provide for the widening of the Jack Lynch Tunnel, or provision of an entirely new tunnel, or an alternative sustainable river crossing to the east".

Several stakeholders highlighted that more opportunities for the movement of freight by rail should be investigated by CMATS and requires strengthened reference.

Some stated that the role that electric cargo bikes can play in moving towards a more sustainable way of deliveries has not been adequately addressed in the draft *Strategy*. One stakeholder highlighted that the dimensions of cycle paths should allow for these A number of stakeholders

suggested that last-mile delivery should be encouraged via cargo bikes/small electric vans, while another suggested the use of commercial delivery droids.

#### 7.15.5 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding freight, delivery and servicing. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate. Some of the specific amendments that will be made are discussed below.

We acknowledge that some stakeholders have noted varying timelines between the draft *Strategy* and other key policy documents, particularly regarding the delivery of the M28 which is currently subject to a Judicial Review process. While proposed dates will not always align precisely, the *Strategy's* timeline is cognisant of the *National Development Plan* and is aligned with the *Regional Spatial and Economic Strategy*. The timeframes outlined in the implementation diagram will be clarified to show a range of years.

To ensure that the final *Strategy* is aligned with the *Regional Spatial and Economic Strategy* for the Southern Region, it will include an objective to support any regional and nationwide freight strategy. It will also include a greater emphasis on the role the strategic regional road and rail corridors play in efficiently moving freight and the decarbonisation of the freight sector.

The final *Strategy* will also include considerations on introducing HGV restrictions in metropolitan towns.

## 7.16 Supporting Measures

Figure 7-15 details the breakdown of feedback received under the theme of ‘Supporting Measures’. It shows that of submissions referring to the proposed supporting measures, 21% made reference to facilities, 16% to travel plans, 34% mentioned personnel and 28% expressed the need for a Cork-based NTA office.

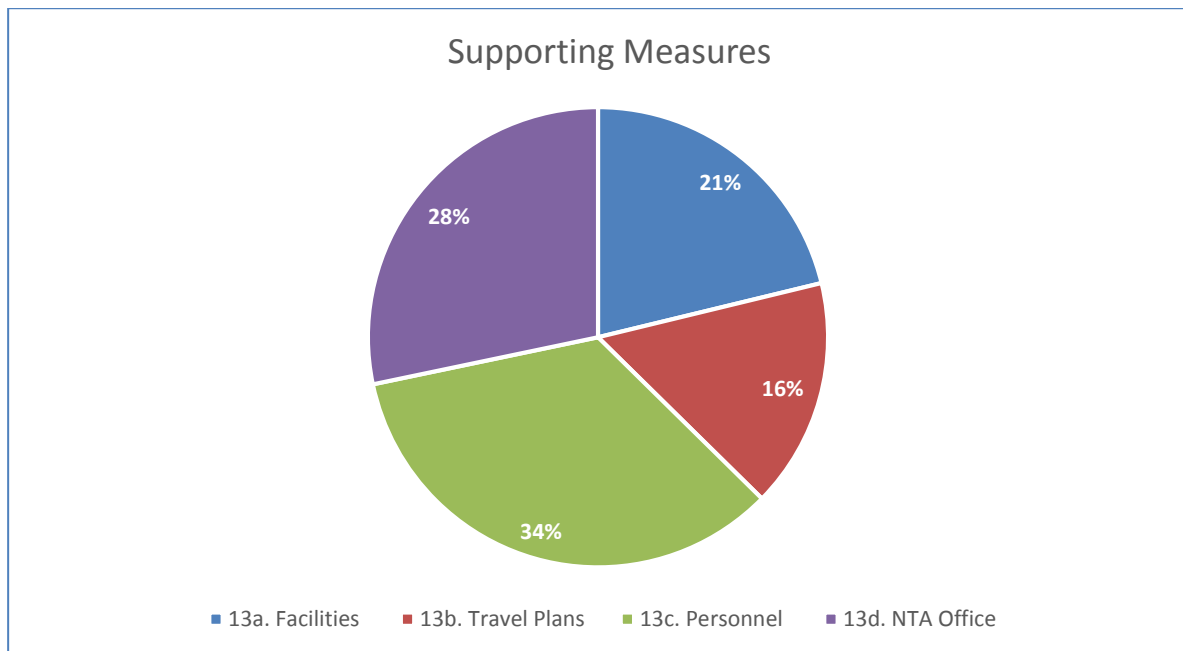


Figure 7-15: Graph representing a breakdown of how the theme 'Supporting Measures' was discussed by stakeholders.

### 7.16.1 Facilities

A number of stakeholders expressed support for the draft *Strategy*'s mention of embracing technology for sustainable transport, including Intelligent Transport Services (ITS), Mobility as a Service (MaaS) and Transport for Ireland (TFI) mobile applications. The Southern Regional Assembly stated that “rather than a support, new technologies and Mobility as a Service networks will be transformative in changing behaviour and facilitating ease of transition across different modes to suit daily needs”.

Several stakeholders requested that CMATS consider a database for carsharing and carpooling.

While some expressed that they would like more mention of ride-on-demand mobile applications, others stated they would like the *Strategy* to express these applications in cautious terms as having the potential to significantly increase local congestion and undermine public transport.

### 7.16.2 Travel Plans

Several stakeholders supported the recommendation for both local authorities to translate the overarching outcomes and objectives through the use of area-specific Local Transport Plans which would be more granular than CMATS. Stakeholders particularly considered that areas like, Little Island, Carrigaline, Glounthaune, Carrigtwohill, Cobh, Midleton, Passage West, and Ringaskiddy would benefit from this type of plan.

The investigation of a Cork Metropolitan Area School Travel Strategy was supported by several respondents to promote walking and cycling and encourage independent mobility among school children.

One stakeholder suggested travel plans for sports organisations to avoid congestion on match days.

### 7.16.3 Personnel

A number of stakeholders were in support of Cycling, Walking and Sustainable Transport Officers and requested their immediate appointment. One stakeholder suggested appointing an Officer who deals specifically with commuting would be beneficial. Many advised that it is critical for such Officers to have a background in behavioural change and the wider field of place-making and community building. One stakeholder suggested having a team of such Officers who have executive decision-making powers would be an effective way of ensuring successful implementation.

Glounthaune Sustainable Development Committee called for a Children's Metro Mayor "to make [Cork] the best place in the world to be a child".

Several stakeholders raised concerns at the resources available within both local authorities and suggested that it would be beneficial to upskill and train staff on current international best practice who are involved in designing, implementing and project managing the various networks and proposed measures.

One stakeholder requested that the *Strategy* recommends the delivery of a bespoke marketing campaign to inform citizens of the enormous societal benefits that utility cycling offers.

One stakeholder stated that "there needs to be greater engagement with the public, with a dedicated communications strategy and incentives such as free travel for students to encourage them to change behaviours" and recommended that "the Transport and Mobility Forum is an established structure with a track record which could accommodate such personnel".

The Southern Regional Assembly recommended including "a statement on the need for cross-Government Departmental support to resource the appropriate level of multi-discipline project design, implementation and delivery teams across local authority and stakeholder agencies to deliver on CMATS in a holistic way".

People Before Profit "strongly oppose the outsourcing of services within the public transport sector" and stated that public transport systems "should be run by public bodies and not outsourced to companies on a for-profit basis". People Before Profit stated that "public transport systems bring a major benefit to people and to society and that public transport should be safeguarded in Cork, regardless of its profitability". They suggested that "the final CMATS plan should acknowledge that private sector outsourcing is a failed model and that the focus must be on public investment in publicly-run transport systems".

### 7.16.4 NTA Office

A significant number of stakeholders identified the urgent need to establish a Cork-based NTA Office, or some form of CMATS Implementation Office. In order to ensure the successful implementation of the *Strategy* throughout its lifetime, it was noted that personnel should be based within the Cork Metropolitan Area to oversee its delivery and work alongside staff members of Cork City and County Councils. Several stakeholders expressed frustration at the current distance from the NTA's office, which they suggested has resulted in an imbalanced Dublin-focus despite the NTA making "decisions on all aspects of the public bus service that can deeply affect the everyday welfare of people" living in Cork. One stakeholder stated that they "are weary of the constant bouncing of responsibilities for failures in the delivery of the existing below par bus service between Bus Éireann and the NTA". Another noted that "the city needs accountable leadership and a team and brand that inspires the whole city to get involved and to support rapid responses to critical issues".

Several respondents acknowledged that the Councils who would "currently be charged with delivering the *Strategy* are already under resource constraints and operate in a politicised environment that makes instigating change difficult", therefore an NTA office could aid the Councils in overcoming these challenges.

### 7.16.5 Other

Several other supporting measures were suggested by stakeholders including:

- CMATS should recommend the development of a clear and coordinated enforcement strategy to protect bus and cycle lanes;
- CMATS should provide guidance on parking requirements, density – urban planning guidelines essentially to support the *Strategy*;
- Considerable support for Urban Design and Place-Making measures; and
- The roll-out of infrastructure to support the uptake of electric cars and alternative fuels merits further attention in line with the National Policy Framework on Alternative Fuels Infrastructure for Transport in Ireland. However, a number of stakeholders have highlighted that electric vehicles do not solve congestion or issues around car-dependency and therefore recommended that the *Strategy* should not promote a shift to electric vehicles over active and sustainable travel.

### 7.16.6 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding supporting measures of the *Strategy*. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

The final *Strategy* will make reference to further supporting measures including: carpooling database, specific event travel plans, and the enforcement of cycling and public transport priority.

It is acknowledged that the proposals included within the strategy represent a step change in land use and transport policy as well as service and infrastructure provision, in line with international best practice. The final *Strategy* will outline the benefits to upskilling staff and public representatives who will be implementing the *Strategy*.

The draft *Strategy* outlined the potential of electric vehicles and autonomous vehicles, however in line with feedback received, it will be updated with specific text to align with the recently-published *Climate Action Plan 2019*. In general, while electric and autonomous vehicles can provide localised air and noise quality improvements, they are not a substitute for walking, cycling and public transport. While we acknowledge the potential benefits in relation to the reduction of private car ownership and requirements for parking on public space, there are a number of outstanding legislative, legal and technical issues in relation to autonomous vehicles and their impact on active travel and public transport.

## 7.17 Implementation

Figure 7-16 details the breakdown of feedback received under the theme of ‘Implementation’. It shows that of submissions referring to the proposed implementation plan, 17% made reference to the cost of projects, 26% to funding and 57% to phasing.

There was considerable mention of issues relating to the implementation of the *Strategy* by stakeholders with over half of submissions mentioning phasing, cost of projects and/or funding. One stakeholder stated that the “identification of the level of funding required, funding mechanisms and setting timebound short, medium and long-term implementation targets for key elements of the *Strategy* are welcomed” and “clearly illustrates the need for joined-up actions and collaborative project management across stakeholders”.

The Southern Regional Assembly welcomed the approach that transport measures have been developed to be scalable, flexible and have adequate reserve capacity to allow for changes in growth.

Cork County Council “strongly supports the putting in place of the structures and resources required to drive the implementation of the *Strategy* over its lifetime”.

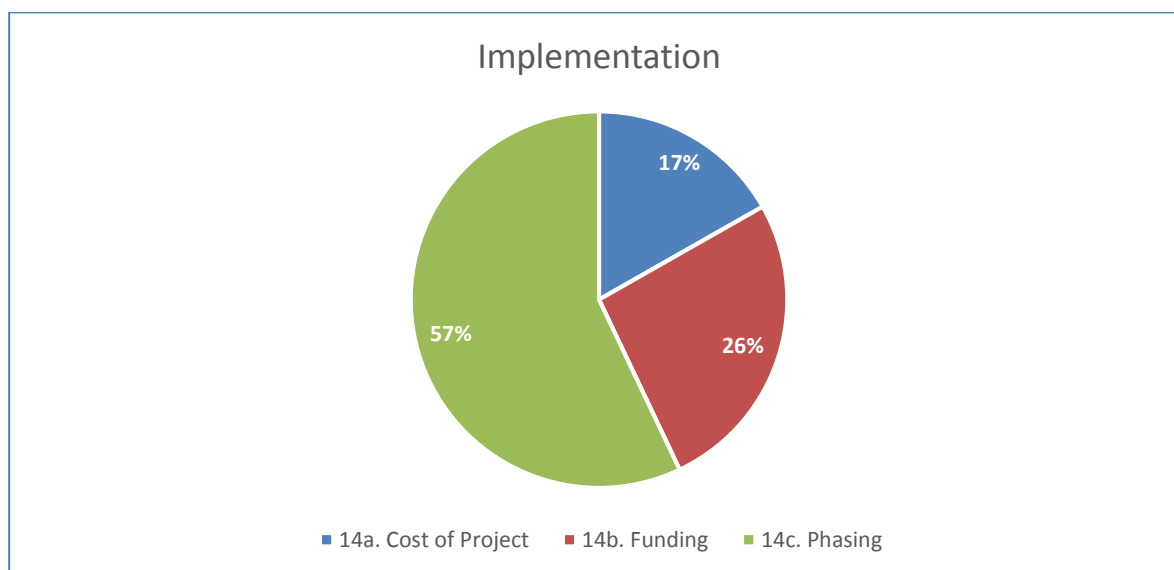


Figure 7-16: Graph representing a breakdown of how the theme 'Implementation' was discussed by stakeholders.

### 7.17.1 Implementation Plan

The majority of stakeholders requested a revision of the draft *Strategy*'s implementation plan, including:

- A detailed breakdown giving clarity to the sequencing and prioritisation of projects;
- A detailed, transparent implementation plan for the next five years;
- Some considered that 2026 is not 'short-term' and requested that the timeline be adjusted or shortened;
- A greater level of clarity was sought on individual projects;
- A greater emphasis on the delivery of the Eastern Gateway Bridge. The delivery of the Monahan Road extension is tied to LIHAF and will need to be delivered in the short-term. Clarification was sought for a comprehensive list of works to be included in the Docklands and Tivoli Road Network and bridges. While it is acknowledged that not every project can be mentioned in a strategic document, the stakeholder noted that the works to Monahan



Road will lead to the future development of the Eastern Gateway Bridge, and therefore its timeframe for delivery should be clearly stated;

- Identification of the individual elements to be provided as part of the Road Network Implementation Plan particularly with regard to the delivery of the Eastern Gateway Bridge and South Docklands Road Network;
- A balance to prioritise demand-based infrastructure priorities where there are current demand and deficiencies in services and infrastructure. There should be an adoption of a plan-led approach where there is approved planning and investment going ahead. This will alleviate potential for repeated disruption to traffic flows;
- To include a Progress Report that is reviewed every five years on achieving objectives;
- A five-year review of the plan to align with the SEA monitoring process;
- A detailed schedule of rail station upgrades;
- A detailed delivery schedule for cycle infrastructure to cover the time period 2020-2025 including a ranking of the proposed primary cycle network routes in terms of importance to ensure that key north/south and east/west arteries are delivered first;
- Standards and best practices which will be followed in the implementation of each project;
- Key cycleways, Greenways and bus priority routes should be identified and mentioned in the schedule the same way that specific roads proposals and upgrades are mentioned by name or location; and
- Clarity on the timeframe for the phased implementation plan of the light rail which prioritises the delivery of the connection of the South Dockland to the City Centre, including the Mill Road Bridge in the first phase of implementation.

A considerable number of stakeholders expressed concerns with the draft *Strategy's* implementation plan and the proposed timelines. Projects that some stakeholders suggested should be undertaken as soon as possible include:

- Identification and protection of the high-frequency transit corridor;
- Acquisition of land for the proposed high-frequency transit corridor where necessary;
- Park and Ride facilities, especially Dunkettle and Carrs Hill and local Mobility Hubs;
- 'Quick wins' such as walking and cycling audits, public realm improvements to promote active travel, soft segregation measures, range of congestion and emissions restrictions for the City Centre;
- Cork Chamber requested that the City Centre should be designated as a 'quick win' zone where immediate improvements are focused on the short-term;
- Cork Cycling Campaign called for "a full walking and cycling audit of Cork City involving all stakeholders in the first years of the *Strategy*";
- Car-free central island "in line with increasing recognition globally of the real costs of motorised traffic, including congestion costs, air and noise pollution damage to people's health, climate emissions, and contribution to the physical inactivity epidemic";
- Permeability Study across the Cork Metropolitan Area;
- Cork Chamber called for a transparent timeline and phasing of BusConnects. One stakeholder stated that the prioritising of routes should meet existing deficit and plan-led to facilitate approved developments;
- Platform works at Kent Station;
- Opening of Blackpool, Kilbarry and Ballynoe train stations;
- Upgrade of Glounthaune and Little Island train stations;

- Cork City and Tivoli Docklands street and bridge infrastructure with specific mention of Mill Road Bridge;
- Implementation of the Cork City Movement Strategy;
- Implementation of the Greenway Network;
- Planning, design and implementation of major assets not currently in existence should begin immediately;
- Citizen-led place-making initiatives such as Play Streets;
- BusConnects Priority Measures;
- Allow for bus stops to be added immediately where large residential developments are being built on a route;
- Public Transport Interchange and Integration and associated infrastructure and ticketing measures;
- N25 upgrade/grade separation between Midleton and Carrigtwohill;
- Development of a safe waterfront pathway;
- Dunkettle Interchange;
- Connection to the Cork Science and Innovation Park by sustainable transport; and
- Dedicated bus corridor into the City Centre from the Black Ash Park and Ride.

Projects that some stakeholders would like brought forward, whilst others would like de-prioritised until public transport and active travel measures have been implemented include:

- M28;
- Cork North Ring Road;
- Southern Distributor Road;
- North Distributor Road; and
- Regional and local road infrastructure.

It was acknowledged that there is a need for flexibility within the *Strategy* to be adaptable so that routes and projects can be brought forward or altered to meet the changing needs of a growing population and ensure its resilience to social and economic uncertainties.

Many potential landowners sought clarity on the alignments of certain roads, particularly the Northern Distributor Road, Northern Ring Road and the Southern Ring Road, as they were concerned that if these alignments are not fixed by the *Strategy*, land and proposed development may be sterilised for the foreseeable future.

One stakeholder queried the future ownership of the light rail and expressed concerns that if it is funded by public money, it should be publicly run.

One stakeholder suggested that the “relocation of port-related activities from the city quays be included within the implementation plan”.

Cork Chamber queried the sequencing and timeline of the proposed improvements affecting Ringaskiddy, namely the M28, BusConnects, Carrs Hill Park and Ride and the proposed cycle routes.

### 7.17.2 Funding and the Cost of Projects

Feedback received highlighted that the cost and funding of the *Strategy* is a key concern among stakeholders. Some stakeholders raised concerns regarding the source of funding and requested that funding for the *Strategy* be secured as high-priority. Several queried if the cost of projects is realistic and if all possibilities have been taken into account, for example, inflation and topographical challenges. Others considered that the financial information provided in the draft *Strategy* is too

brief and should be expanded to ensure transparency. Cork County Council stated that “it is imperative that the scale of the challenge ahead, which is considerable, is acknowledged and appropriate resources are funded to ensure delivery. Resources, additional to those currently funded by the NTA, will thus be necessary”. One stakeholder stated that a “more viable and sustainable model of funding infrastructure investment must be put in place”.

One stakeholder suggested that “more detail could be given on identifying the cost estimates based on the phasing plan and actions proposed; providing an estimate of the main sources of funding for specific actions within the plan, and a high-level breakdown between anticipated public and private sector investment. It is also crucial that the timing and delivery of each element of the *Strategy* are set out clearly within the plan”.

The National Maritime College of Ireland stated that “developing bankable projects and innovative financing mechanisms to attract investment into the region is critical to the future success and sustainability of the region”. IBEC suggested that Cork should build on its track record of successfully utilising cohesion funding to support economic development and look to European sources for funding, such as the European Investment Bank (EIB) for long-term capital investment. The National Maritime College of Ireland also suggested that “the URBIS platform launched by the EIB in 2017 as an advisory platform for cities with an investment project or suite of projects of at least €20m is a valuable tool which can support implementation and we believe this is worth stating in the document”. Others suggested sources of funding include the Urban Regeneration and Development Fund and Ireland Strategic Investment Fund.

Many stakeholders raised concern at the level of proposed road expenditure and considered that it is too high given the current climate crisis and recently published *Climate Action Plan*. One stakeholder stated that there is “still excessive spending on free flow road infrastructure which caters primarily towards unsustainable use of private cars, for example, Dunkettle, N28, NRR”.

One submission stated that “funding needs to be allocated to those communities undergoing rapid growth to ensure a safe environment for pedestrians and cyclists”. Several others stated that funds should be made available for land acquisition (single properties or parts thereof) to facilitate the proposed projects as soon as possible so as to not cause delays.

Cork Cycling Campaign and several other stakeholders requested a full economic costing to be considered for all transport interventions in line with the World Health Organisation’s Health and Economic Assessment Tool which accounts for health impacts, congestion and air quality. Several stakeholders sought clarification on the savings that are assumed in the Cost: Benefit Ratio. Cyclist.ie requested separate Cost: Benefit assessments for each of the broad investment areas to enable clear comparison between selected transport alternatives.

One potential landowner raised concerns with the mention of development contributions. They stated that contributions for transport infrastructure must be calculated fairly, without placing an unsustainable burden on new developments. Calculations should take account of benefits to the community and benefits of reduced emissions.

A number of stakeholders suggested that funding for specific projects be allocated as soon as possible so as to alleviate uncertainty and speculation, and to ensure their delivery. For example, Cork Chamber suggested that investment and funding be allocated specifically to enhancing the sustainable and active transport at Little Island, Blackpool and Ringaskiddy to ensure that these areas can prosper.

### 7.17.3 Review and Monitoring Process

The Southern Regional Assembly stated that “it is important that the implementation of targets under the *Strategy* informs the statutory requirement for the RSES/MASP to prepare a progress

report every two years to the National Oversight and Audit Commission setting out the progress made in the implementation of regional and metropolitan level objectives". The Southern Regional Assembly recommended the inclusion of a specific statement of intent to co-ordinate with them on the implementation stages and assist reporting on progress.

A number of stakeholders proposed various ways in which the draft *Strategy's* review and monitoring process could be enhanced:

- Environmental Protection Agency suggested that the *Strategy* could include more specific targets and timeframes that can be measured and increase accountability;
- Environmental Protection Agency recommended that air quality monitoring should be incorporated into the implementation plan and the provision of up-to-date ambient air quality data should be considered;
- Monitoring should incorporate community-led audits of cycle lanes and footpaths. Cork Cycling Campaign called for "a full walking and cycling audit of Cork City involving all stakeholders in the first years of the *Strategy*";
- *Design Manual Urban Roads and Streets* audits in fast-growing urban areas;
- Cycle counters could be included at several locations around the city to monitor cycling modal share and demand;
- Annual reports, similar to the Copenhagen Bicycle Account Reports, that declare key performance metrics, objectives achieved and next steps for the year ahead;
- Improvement in data collection through regular surveys;
- Cycling route provision should include rigorous safety audits as part of the design/construction process. One stakeholder queried whether there will be user acceptance testing and sign-off for any of the new cycling infrastructure projects as is done with all new roads;
- Provide further statistics on transport implications associated with projected growth targets based on 'Business as Usual' scenario, as well as with the *Strategy* in place; and
- Reviews of the *Cork Walking Strategy 2013-2018* should be incorporated as appropriate into the *Strategy*.

#### 7.17.4 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding the implementation of the *Strategy*. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate.

This *Strategy* is intended to be scalable, flexible and future-proofed enough to meet changes in population and employment growth as needs arise as well as availability of funding. In order to ensure this, appropriate oversight arrangements will be put in place for periodic monitoring report of delivery and progress.

## 7.18 Outcomes

Figure 7-17 details the breakdown of feedback received under the theme of ‘Outcomes’. It shows that of submissions referring to the proposed strategy outcomes, 16% made reference to mode share, 20% to social impact, 11% to accessibility, 15% to sustainable transport, 11% to safety, 4% to health, 12% to economy and 11% made reference to environmental outcomes.

Cork Chamber stated that “in equal measure, failure to deliver will be an acute inhibitor of progress”.

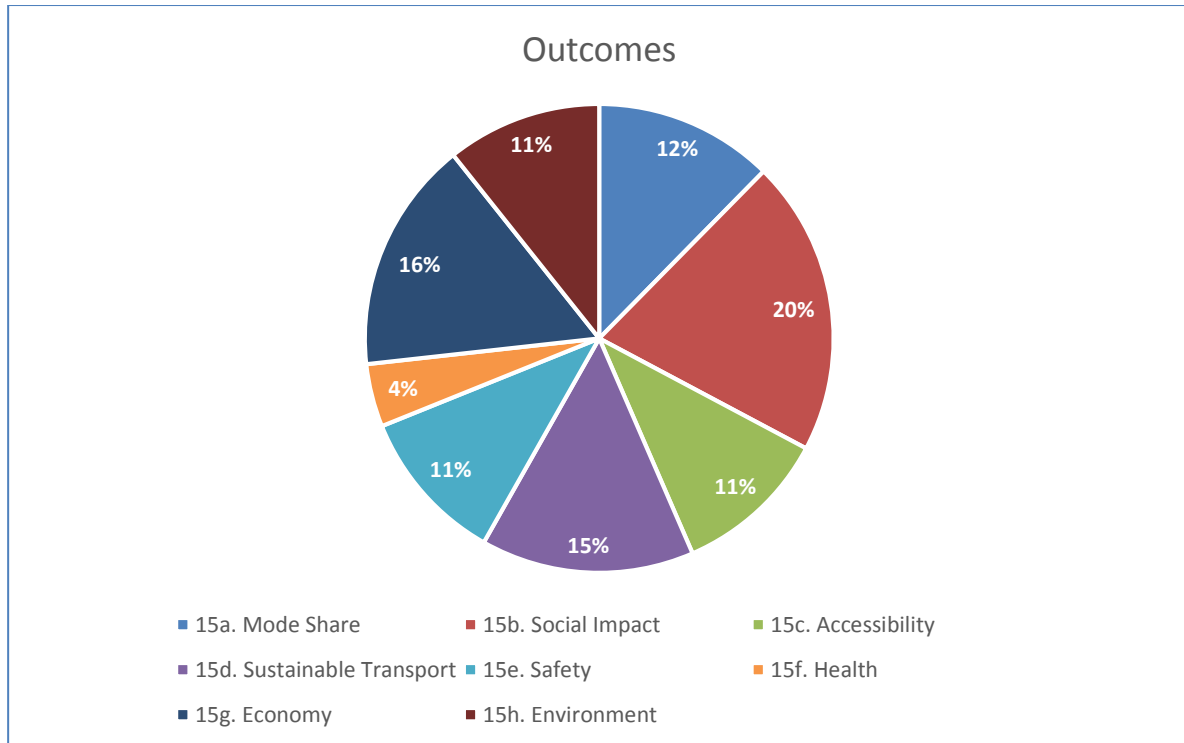


Figure 7-17: Graph representing a breakdown of how the theme 'Outcomes' was discussed by stakeholders.

### 7.18.1 Mode Share

A significant number of stakeholders identified the mode share outcome for cycling specifically as a concern. Many queried whether it is correct and requested a review of the figure. Others proposed that it should be made clear that model projections are just that – using models to project on the basis of past behaviour, not targets. Separate targets should be set for modal share and these targets should be ambitious rather than conservative. Others highlighted that it is not in line with Smarter Travel targets set for 2020, similarly with the mode share for cars. Cork Cycling Campaign recommended the following in relation to the cycling mode share outcome:

- All cycle modal share values in the draft *Strategy* should be expunged;
- CMATS should explicitly point out the difficulties associated with modelling cycle modal share at a time of significant mobility transition, both nationally and internationally;
- evidence of high cycle modal share at some employers in the city should be quoted as demonstrative of what modal share is feasible;
- qualitative targets to cycle modal share should be set at 15% for the near future; and
- consider setting targets for walking and public transport modal share.

One stakeholder stated that “the draft CMATS is an ambitious document projecting a strong modal shift to more sustainable transport modes. Nonetheless, more ambitious changes could be achievable within City Centre areas”. Some stakeholders suggested emphasising the role that e-

bikes and new bike-related technologies will play in increasing this mode share. A number of submissions requested a more detailed breakdown of the projected modal shift targets, such as a target for within the core city area and other defined spatial zones.

Another stakeholder noted that “there is a lot of emphasis in the draft *Strategy* for walking, which quotes a share of 20% as a mode of transportation”. The stakeholder stated that “this figure should be put in to context relevant to the distance being travelled versus other forms of transport and whether this is combined with other forms of transport”.

### 7.18.2 Recommendations

The majority of respondents, including the Southern Regional Assembly, were supportive of the draft *Strategy*'s outcomes and considered that the proposals will benefit human health, safety, quality of life and businesses throughout the Cork Metropolitan Area. One stakeholder stated that the “successful implementation of the *Strategy* will enhance the region's liveability and the ability of the region to attract and retain staff and compete for investment” and “improve the attractiveness of Cork from a cultural, tourism and economic perspective”.

The majority of respondents were supportive of the principle to reduce car dependency and prioritise sustainable transport and identify that this will be the key for the Cork Metropolitan Area to prosper and grow economically and facilitate a high quality of life. A considerable number of stakeholders expressed support for the outcome of better integration of land-use and transportation planning to facilitate this.

Some stakeholders raised varying concerns about the outcomes of individual projects and their potential impacts on local communities and businesses. Each project is subject to an individual appraisal process, and therefore these concerns will be taken into account during that process and will not be listed in full here.

The following is an overview of some recommendations suggested by stakeholders in relation to the *Strategy*'s outcomes:

- Outcomes and targets should be viewed as a minimum and consider that stronger performance should be encouraged and pursued, especially those relating to active travel in the context of a climate emergency;
- Many stakeholders stated that the outcomes for a reduction in car, increase in public transport, walking and cycling would appear to be understated and merit stronger mention and ambition by the *Strategy*;
- A number of stakeholders noted that “addressing the climate emergency should be placed centrally as one of the most important outcomes needed”. The Southern Regional Assembly suggested that “transitioning to electrification and low-zero carbon fuel sources needs significant strengthening as an outcome, especially timescale for actions”;
- IBEC recommended that “by encouraging the uptake of cleaner road fuels, the CMATS could make a positive contribution to reducing traffic congestion and improving air quality” and that “the battle to decarbonize our energy system will be won or lost in transport”;
- The Environmental Protection Agency suggested that a measured target for improved air quality and reduced noise pollution should be included;
- The Glounthaune Sustainable Development Committee highlighted that “a further increase in vehicle traffic on the N25 will correlate with increases in noise and air pollution and should be addressed by mitigation measures and the reduction of speed limits on the N25 from Carrigtwohill to Dunkettle Interchange”;

- The Southern Regional Assembly recommended that the *Strategy* highlights and sets outcomes to achieve Mobility as a Service networks which have the potential to be transformative in changing behaviour;
- One stakeholder suggested that aligning the outcomes to the role of Cork as a World Health Organisation ‘Healthy City’ would be beneficial to contextualising the *Strategy*;
- One stakeholder stated that “improved rail connectivity to the Cork Metropolitan Area from across the Southern Region will be a positive strategy outcome for CMATS and should have strengthened reference” in the *Strategy*; and
- A number of stakeholders proposed that an outcome of the *Strategy* would be to ensure Cork’s built heritage is respected during the planning, designing and constructing of any transport infrastructure and that the resulting transport network “is sympathetic and conserves this heritage as an economic necessity for Cork City”.

Some stakeholders raised concerns regarding the potential impact that a bus priority lane would have upon road traffic congestion along certain routes, such as the N27 between the Kinsale Road Interchange and Cork Airport.

Many stakeholders suggested that “the lack of clarity surrounding the implementation of the proposed North Ring Road may result in the sterilisation of much of the Ballyvolane area where potentially development will not be able to proceed in a meaningful manner until after the plan period – therefore has the potential to irrevocably undermine the planned spatial distribution of population and employment”. Similarly, several stakeholders highlighted that planning applications have been refused in recent years on the basis of being premature pending the development of the Cork Northern Distributor Road and thus raised concerns that if it is not a priority of the *Strategy* could result in further delays in development. Similarly, some potential landowners expressed concern about the alignment of the Northern Distributor Road as its indicative route would render many of their sites undevelopable if implemented as is. These potential landowners and interested stakeholders recommended that the final alignment of these roads is included in the *Strategy*.

### 7.18.3 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding the outcomes of the draft *Strategy*. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where possible. For example, the final *Strategy* will include additional text on the transition to electrification and low-zero carbon fuel sources.

## 7.19 Alternatives

Figure 7-18 details the breakdown of feedback received under the theme of ‘Alternatives’. It shows that of submissions referring to alternatives to the *Strategy*’s proposals, 24% made reference to waterborne transport, 5% to e-scooters, 4% to autonomous vehicles, 34% suggested an alternative route and 33% suggested alternative options.

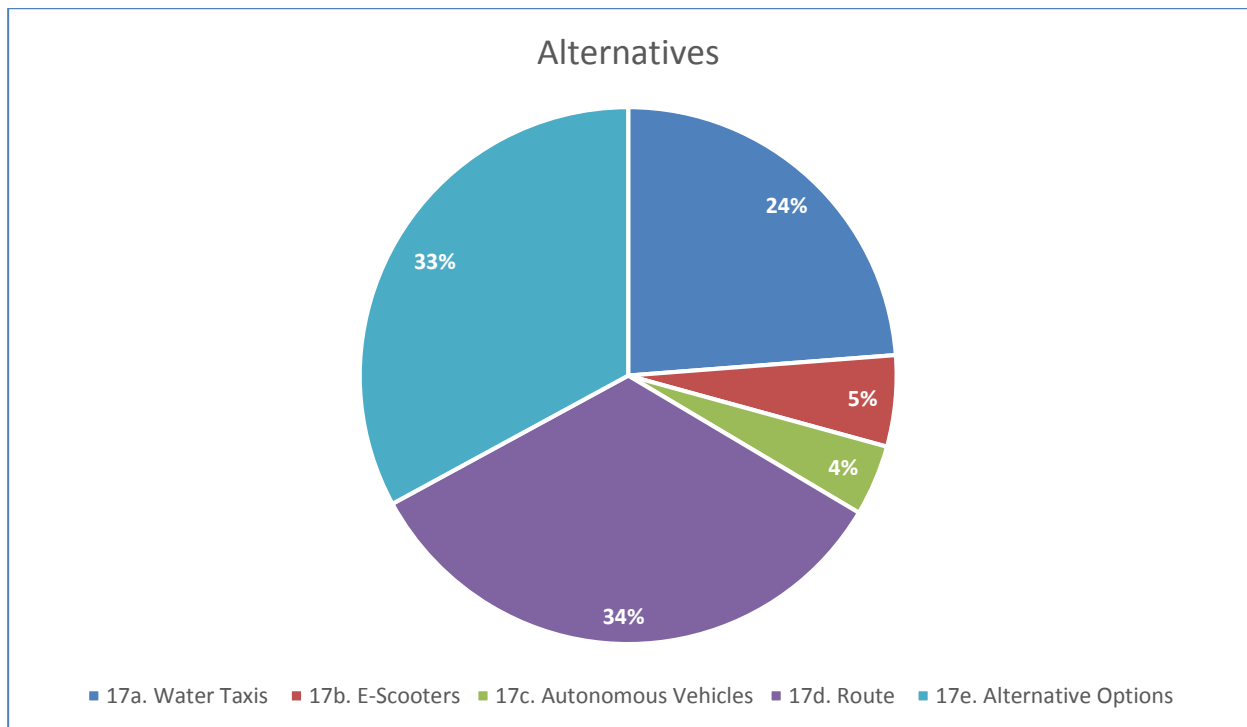


Figure 7-18: Graph representing a breakdown of how the theme 'Alternatives' was discussed by stakeholders.

A variety of alternative routes and transport options were put forward for consideration by stakeholders. Some suggestions related to specific projects and proposals that are outside the scope of the current *Strategy* but will be taken into account during the future development of such. Due to the extensive and varied nature of such submissions, not every alternative is described in this Report.

This chapter has been organised under the following headings:

- Water taxis;
- E-Scooters;
- Autonomous Vehicles;
- Alternative Routes; and
- Alternative Options.

### 7.19.1 Water Taxis

A considerable number of submissions suggested that water-borne transportation should be considered by the *Strategy*, including Cork Chamber and Cork City Council. One stakeholder noted that “a ferry servicing the commuters in the Cork Harbour Area (Cobh, East Ferry, Crosshaven, Ringaskiddy, Passage-West, Rochestown and Little Island) could help reduce congestion on the roads”. Cllr. Marcia d’Alton stated that her “understanding of the NTA’s remit is the development of an integrated transport system contributing to environmental sustainability, social cohesion and



economic progress. Nothing within that remit precludes public transport on the water". The Southern Regional Assembly stated that the "role of water-based public transportation into the future, connecting harbour settlements with the City Centre, new urban quarters such as the docklands, connecting metropolitan settlements with high-intensity employment areas, in addition to tourism and recreational benefits, should be supported and factored into the development hierarchy".

One stakeholder noted that "although it may not be practically or economically viable to run several water transport routes, there may well be sufficient demand to support the operation of one or two key routes linking places of employment with residential areas". Similarly, Cllr. Deirdre Forde and the Irish Academy of Engineering – Southern Region recommended that "market studies and a pilot should be implemented" to uncover the demand for such a service.

The National Maritime College of Ireland (NMCI) stated that "while water-based transport can form part of the suite of multi-modal solutions in delivering a sustainable and efficient transport system for the area, it can also aid in connecting people with their maritime heritage, promote ocean literacy and has the potential to support positive place-making, unlock maritime tourism potential and improve regional competitiveness". The NMCI also noted that "it is important that our maritime identity is not forgotten within cities but instead we use our maritime assets as tools for sustainable regeneration, supporting inclusive, attractive and competitive place-making".

One stakeholder, Cork Harbour Trans Ltd., submitted a proposal for a Commuter River and Harbour Ferry Service which "could bring thousands of commuters and tourists to and from Cork City and surrounding areas on a daily basis". Cork Harbour Trans Ltd.'s *Harbour Cat Ferry Transport* proposal included a river bus, hop-on hop-off tour service and daily heritage trail tours which could be developed to visit such sights as Camden and Carlise Forts, last anchorage of the RMS Titanic, Spike Island, Haulbowline Naval Base, Blackrock Castle and Observatory, former US Flying Boat Airbase at Aghada. The proposal detailed integrated ticketing, transport implications and infrastructure and connectivity with other networks such as Park and Rides.

One stakeholder suggested trialling river taxis from Kent Station to Páirc Uí Chaoimh on the days of matches and events.

### 7.19.2 E-Scooters

Some stakeholders made reference to electric scooters. Cork Chamber stated that "there is an opportunity now to regulate for less traditional modes of transport such as electric scooters". One stakeholder raised concerns that electric scooters are dangerous in the current city landscape, but that "segregated cycle lanes make them safe and they can be a really viable means of transport for many commuters and shoppers". Cork Cycling Campaign stated that "such technologies can make a huge difference in the range and topography tackled by their users".

### 7.19.3 Autonomous Vehicles

Several stakeholders made reference to autonomous vehicles in their submissions. These stakeholders, including the Irish Academy of Engineering – Southern Region and Engineers Ireland, requested that further consideration be given to autonomous vehicles in the *Strategy*. One stakeholder raised concerns that the draft *Strategy* "displays an alarming ignorance of the likely impact autonomous vehicles will have on traffic congestion. It also punts on AV policy as out of scope...Cork should resist the impulse to punt on ITS innovation and AV policy". Another stakeholder put forward several suggestions of the ways in which autonomous vehicles could be used to transform our public transport system including:

- Autonomous public shuttles for short commutes (for example, Kent Station to Parnell Place; Black Ash to Parnell Place);

- Autonomous private taxi and ride-share services and associated autonomous routes; and
- Commercial delivery droids.

#### 7.19.4 Alternative Route Alignment/Design

##### Light Rail Alignment

Many stakeholders suggested alternative light rail route alignments and suggested variations of the proposed route. These alternatives included serving Parnell Place Bus Station, Douglas, Carrigaline, Jacobs Island, the western end of Ballincollig and Blackpool. Other proposed destinations included Youghal, Cork City's satellite towns, Cork Airport, Rochestown, Tivoli and along the Cork Northern Ring Road or Model Farm Road.

One stakeholder submitted a separate proposal that was prepared in advance of the CMATS publication that outlines a light rail for Cork City composed of two lines; Red and Blue. These lines would intersect at Kent Station and the Port of Cork, with the Red Line running from Ovens to Jacob's Island serving the City Centre. The Blue Line would run from Cork Airport to Shandon Bells where it would then split into two further lines serving Hollymount and Blackpool. The proposal also outlined several potential expansions, technical details, branding and integration with other modes of transport.

Another stakeholder put forward an alternative route for a twin-track light rail running from the City Centre down Centre Park Road to Blackrock Village, with a left spur to the Marina running parallel which would join up beyond Marquee Road.

##### Bus Network Alignment

Many stakeholders suggested amendments and additions to the proposed Bus Network and suggested variations of the proposed route. One stakeholder proposed an alternative configuration for city and suburban buses circulating the City Centre which would involve a dedicated bus lane on an anticlockwise circuit of the central island following St. Patrick's St westbound, Grand Parade southbound, South Mall eastbound, Parnell Place northbound and Merchants Quay westbound.

A North-South rapid transit corridor linking with the Airport and City Centre and linking onwards to the new development node at Ballyvolane that was proposed in the Cork Area Strategic Plan (CASP) has been omitted from the draft *Strategy*, which a number of stakeholders have recommended be included.

One stakeholder queried whether new bridges should be built to accommodate triple-decker buses. This stakeholder also queried whether over time, all old railway bridges could be replaced to accommodate double-decker electric buses or double-decker train carriages.

Amendments and alternatives to the proposed Network include:

- Extension of public transport to Castletreasure, Douglas to connect with the City Centre, and to extension of the proposed Ballyvolane Donnybrook (BA-DO) BusConnects route via the L-2464 or at the junction of Donnybrook Hill to connect with the Old Carrigaline Road and Carrs Hill West Roundabout;
- Extension of the Mayfield to Bishopstown route west along the Curraheen Road (L-2222) to the proposed bus stop and shelter on MAS lands. MAS also recommended that CMATS considers the inclusion of a medium to long term objective to extend the route north along the N22 to connect up with the future light rail station and BusConnects service at the Poulavone Roundabout;
- One potential landowner also requested that consideration be given to improving the level of planned future public transportation improvements in the southwest of Cork City, in particular the Ardarostig/Bishopstown area, and suggested that it could be serviced by

extending the Curraheen Road priority bus route further south to the Strategic Land Reserve and looping back towards Bishopstown Road.

- Connect improved public transport and cycle infrastructure on radial routes such as Model Farm Road, Curraheen Road, Waterfall Road and Bandon Road by providing a new North-South route through the Cork Science and Innovation Park. This link would connect orbital bus routes to the new Cork Science and Innovation Park station on the light rail route and thereby turn a predominantly radial system into an orbital network. University College Cork requested that the BusConnects route mapping is amended to provide a route through the Cork Science and Innovation Park in order to support its future development;
- Connection to the commercially zoned lands to the south of the Airport;
- Ballygarvan – City Centre route;
- Airport connectivity from major urban centres avoiding Cork City Centre;
- Carrigaline – Mahon route;
- Proposals to connect Kerry Pike with the City Centre and surrounding areas;
- One business owner requested a bus stop on the Kinsale Road near their premises which they suggested would also benefit those visiting the Tramore Valley Park, using the Black Ash Park and Ride, existing and future residential and commercial developments;
- East Cork-Cork City (EC- CC) route to serve Carrigtwohill Business Park and link to Carrigtwohill train station;
- One stakeholder suggested that “East Cork bus services could be reconfigured to serve Middleton train station as a transport hub. From which feeder buses could be planned to provide reliable links to the outer communities such as Whitegate, Cloyne and Saleen”;
- Continue the Mayfield to Curraheen (MF-BI) route to serve the Cork Science and Innovation Park, Strategic Land Reserve 7 and Maglin UEA;
- Bus link from Cork Science and Innovation Park to the proposed light rail stop via a new road link from the N40;
- Shuttle bus between Little Island railway station and employment areas at peak time;
- Extension of the existing 220/220X bus route to serve Ovens/Kilumney; and
- Route running along the Muskerry Valley into the west of Cork City in order to improve the connectivity of Tower.

## Pedestrian Network

A number of stakeholders proposed a variety of amendments and additions to the proposed pedestrian network, these included:

- Improvements to the pedestrian infrastructure at Lehenaghmore;
- Safe provision for cyclists and pedestrians from the City Centre and the western suburbs to Tramore Valley Park;
- Improvements to the pedestrian infrastructure along the length of Airport Hill;
- A pedestrian high-level skew bridge to link Parnell Place Bus Station to Kent Station;
- Connect Tramore Valley Park by bridge to the Black Ash Park and Ride;
- A “new foot-cycle bridge with a children’s play feature incorporated into it, designed to link into the cycle plan, the primary route from Dunkettle to Carrigtwohill” to improve connections to and from the Little Island train station to Little Island/Eastgate;
- Connect Tivoli Docks site to Blackrock by a swinging bridge, linking to the rail corridor to Monkstown from the Marina;

- One stakeholder proposed a pedestrian network to link the Opera House to the rail station at Kilbarry “at an elevated level to give travellers an alternative to going to Kent Station and would link with the proposed corridor along the side of the River Lee to Ballincollig to facilitate patrons of the Opera House, UCC, local hospitals and industry in Ballincollig”. Further to this proposal, the stakeholder also suggested locating a very large multi-story car park under the pylons running through the IDA site on Dublin Hill which would provide a major Park and Ride for the north side of the City Centre and connect the pedestrian network from Kilbarry to the City Centre.

## Cycle Network

A number of stakeholders proposed a variety of amendments and additions to the proposed Cycle Network, these include:

- A small number of strategic commuter cycle infrastructure projects, for example, a fully segregated cycle track from Kent Station to Little Island with a spur to Glanmire;
- Additional cycle routes connecting Tramore Valley Park and existing residential settlements to the west in Togher;
- Segregated cycle lanes along Rochestown Road;
- Planned upgrades to Waterfall Road should consider the extension of the Cork City Cycle Network to link directly with the local greenway route;
- Extension of the Cycle Network to serve Ovens and Killumney;
- Cycling route along the Muskerry Valley, from Tower to the Carrigrohane Road (which was included in the Cork Cycle Network Plan, but has been omitted from the *Strategy*), which would also provide enhanced connectivity from the Blarney-Cloghroe direction to UCC’s main campus;
- University College Cork requested several other routes where direct access to the University either should be protected, provided, or enhanced including Douglas, Carrigaline and Mahon; Blarney and Cloghroe via western direction; and Blackpool via northside direction;
- A “new foot-cycle bridge with a children’s play feature incorporated into it, designed to link into the cycle plan, the primary route from Dunkettle to Carrigtwohill” to improve connections to and from the Little Island train station to Little Island/Eastgate; and
- A Greenway that would connect Little Island along the foreshore of Fota to all of the inner harbour, Carrigtwohill to Aghada and across to Cobh, as well as a motorised floating swinging bridge from the southwestern corner of Little Island connecting to the Passage Greenway. Crossing from Whitegate to Cobh will also provide many new berthage points for cruise liners.

## Rail Network

A number of stakeholders proposed a variety of amendments and additions to the proposed Rail Network, these included:

- Rail car from Cobh and Midleton to Charleville serving intermediate stations and giving intercity connections at Mallow;
- Hard rail line between Cobh, Ringaskiddy and Carrigaline (via a tunnel or bridge at Haulbowline);
- Shuttle bus between Little Island railway station and employment areas at peak time;
- A “transfer station at Monard – Glounthaune from the train to either a Luas on wheels with a number of buses as a backup directly to the city and back”;

- Extension of the rail line to Youghal, across the entrance to Youghal bay toward Dungarvan Bay “to create a scenic corridor for tourism. Possibility to connect the Dublin to Wexford line. The Youghal line could be connected across the mouth of the Youghal harbour on pillars to link with all towns on the east coast”; and
- One stakeholder proposed that “a rail line to the south of the CMA should be investigated in the plan”, noting that “a railway line from Cork City to Bandon and Bantry ran until 1961” and could potentially be reopened and extended.

## Road Network

A number of stakeholders proposed a variety of amendments and additions to the proposed Road Network, these included:

- Align the Cork Northern Distributor Road to the north of the Cork County GAA grounds;
- One potential landowner requested the provision of a secondary access point from the N40 directly to Cork Airport and connecting with the proposed Southern Distributor Road and for it to be designated as a Strategic Road Priority with specified allocated funding. The potential landowner noted that this was a key component of the *Cork Area Strategic Plan*;
- Alternative road design to facilitate a priority bus lane that does not result in the development of a three-lane road in Summerhill North, which is a designated Architectural Conservation Area;
- Full Ring Road continued on from North Ring Road by 2050, under the River Lee east of Jack Lynch Tunnel;
- Port of Cork suggested that a more ambitious approach to the long-term management of strategic public and freight traffic would be provided for the widening of the Jack Lynch Tunnel, or provision of an entirely new tunnel, or an alternative sustainable river crossing to the east.
- North Ring Road could bypass the N40 and run south to then turn and pass east on the north side of Ballygarvan to continue on to Ringaskiddy, supporting the projected increase in traffic following the port relocation;
- The interchange between the N27 and Southern Distributor Road infrastructure should be located closer to the South Link/Kinsale Road interchange taking advantage of the significant space and road frontage available to deliver this interchange and providing a much better alignment for the Southern Distributor Road;
- Potential to link the N71 to the N27 Airport Road via Spur Hill and Lehenaghmore;
- Construction of a new link connecting Forge Hill with Cork Airport, which could form part of the SDR;
- Closure of existing accesses serving Ferraro Rocher from Airport Road and the construction of new multi-modal interchange on the Airport Road close to the existing junction serving John Sisk and Sons Ltd. and providing access to a stakeholder’s site. The potential landowner can facilitate the necessary improvements;
- Widening of the Airport Road on approach to the above junction to provide two standard lanes and bus lanes in both north and south-bound directions;
- Removal of the traffic signal-controlled junction at Forge Hill and restricting access between the Airport Road and Forge Hill and between the Airport Road and Ballycurreen Road;
- One potential landowner suggested a possible alignment for how the North Link Road could be linked to the North Ring Road by means of a flyover, including details for cycling and pedestrian connections, providing a perpendicular signalized junction with the R635. They

considered that the gap in existing built-up areas between Ard na Ri and Lios Rua Estate presents the ideal choice of alignment for such a road;

- One stakeholder put forward an indicative design section of Centre Park Road and Monahan's Road;
- One stakeholder suggested a "flyover over the rail line south of the old rail station in Killeagh with a new road to bypass the village...would allow development of the greenway without interfering with the traffic flow";
- Waterfall Road should be upgraded to "an urban road/street" reflecting future local development realities; and
- One stakeholder outlined a proposal for a bypass of the Ringaskiddy bypass to begin at the end of the Ringaskiddy road, via the Currabinny Road, Fountainstown Road, Kinsale Road and Ballygarvan Road. The bypass would run to the east of five-mile bridge from a proposed roundabout on the Kinsale Road, from there it would continue to a flyover at the entrance at the Airport and down to a flyover on the Kinsale Road, where it would complete linking the South Link to the Ringaskiddy Road avoiding all residential areas and could also provide a Greenway route.

#### 7.19.5 Alternative Transport Options

- BRT;
- DRT;
- Tram-train proposal;
- Underground transport;
- 'Bendy buses' on busy routes;
- East-west elevated mono-rail system;
- Dockless bike-share schemes;
- Smart City Bike Initiatives;
- Long-haul driverless buses for rural commutes;
- E-TramBus Division: "an environmentally-friendly combination vehicle for short and medium-range public transport within city and suburban environments. It provides service delivery from its rubber-tired running gear and sustainably energized with green electricity". The stakeholder suggested this is the most economically advantageous option for delivering public transport along the 17km high-frequency transit corridor;
- Cork Chamber stated that a biomethane fleet technology could be instrumental in decarbonising public bus fleets and encouraged the consideration of this technology for public bus fleet in Cork, recognising that the future will have a mix of technologies with electric and hydrogen being a key part of this mix;
- Smaller buses, similar to Local Link, should be considered to circulate on Cork City's northside to overcome the challenging topography and improve accessibility, especially for those with reduced mobility;
- People Before Profit proposed the implementation of a local link bus service for satellite towns and villages in the Cork Metropolitan Area such as Ballincollig, Blarney, Douglas and Glanmire as the housing sprawl in these areas is based on a model of car dependency. The implementation of a local link bus service "would serve people wishing to shop or do business in their local village or connect with the wider public transport network. This service would also contribute greatly to reducing the reliance on cars or small trips";
- Tram-Train: "combination of both suburban rail and light rail, two technically isolated modes which would meet at Kent station, to a larger system. This system has proven to be

very successful in several places in continental Europe, such as Karlsruhe in Germany. The basic idea is to combine the East Cork commuter lines with the inner-city light rail line with trains running through on both networks”;

- Bike-sharing hub at Little Island and Provision of dedicated bicycle lanes from the train station to residential and employment areas; and
- CMATS must better support the rollout of supporting alternative fuel infrastructure.

### 7.19.6 Alternative Supporting Measures

- Ban pre-euro 5 diesels from urban centres from 2021;
- Ban multinational corporations from operating CMA transport solutions;
- Tree planting programmes alongside roadsides and cycle paths, specifically planting species that are vibrantly coloured;
- Access only or car free: North Main Street, Lower John Street, Hanover Street, Rockborough Road;
- Bus fleet – reconsider single-door;
- Subsidise public transport services around Christmas time;
- All new buses should be under cable electric or over cable electric;
- Improve permeability of Douglas village for public transport;
- Reduce speed limit on Model Farm Road;
- Annual fund to support local road closures for street parties;
- Mini-Holland style pilots in places where train stations are, or outlying urban village areas like Douglas, Ballincollig, Ballyphehane, Turners Cross;
- A space for piloting new ideas and technologies to respond to transport issues;
- Ride-share initiative at Cork Airport;
- Dedicated chapter on the travel needs of people with a disability;
- CMA-wide review of speed limits – Love 30 Campaign for Lower Speed Limits;
- Development of an integrated Cork Travel App for smartphones;
- Consider tax credit for Bike-to-Education Schemes to encourage the purchase of bikes for students;
- Ireland’s first high-occupancy vehicle (HOV) lane by 2021; and
- Provision of large public parks and transport access to this in each quadrant of the city areas as key pieces of transport network.

### 7.19.7 Alternative Stops/Stations/Terminals

Several stakeholders suggested new train stations as well as the reopening of existing train stations, including:

- Between Glounthaune and Fota, beside Harpers Island Wetland Centre;
- Mallow South;
- Carrigaline side of the Cross-River Ferry;
- Rathduff;
- Mourneabbey;
- Buttevant; and
- Kilmallock.

Some stakeholders suggested locations for Park and Rides, including:



- Rail Park and Ride between Mallow and Cork;
- Carrigrohane Straight Road;
- Rail Park and Ride near Cobh and Midleton;
- The western end of Ballincollig;
- Kilbarry Station; and
- Meeting point of the M20 and North Link Road.

A few stakeholders suggested locations for freight terminals:

- North Esk freight terminal could be reopened; and
- Tracks of land around Youghal near the N25.

### 7.19.8 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding alternative proposals. All feedback will be taken into consideration when updating the final *Strategy* and incorporated, where appropriate.

It is important to reiterate that the *Cork Metropolitan Area Transport Strategy 2040* is a high-level strategy and sets out a framework for the planning and delivery of transport infrastructure and services to support the development of the Cork Metropolitan Area up to 2040. The *Strategy* will inform the development of regional and local level policy and as such, each major scheme proposed by the *Strategy* will be subject to its own appraisal process. The proposals network and measures in the draft *Strategy* are indicative examples of potential comprehensive plans that would deliver demand requirements, however they are subject to further developmental work prior to finalisation and subject to change and periodic review.

In response to the significant feedback we received in relation to water taxis, we acknowledge that they may perform a role in facilitating certain movements, however, it is envisaged that water taxis may be introduced and delivered on a commercial basis.

The draft *Strategy* outlined the potential of electric vehicles and autonomous vehicles, however in line with feedback received, it will be updated with specific text to align with the recently-published *Climate Action Plan 2019*. In general, while electric and autonomous vehicles can provide localised air and noise quality improvements, they are not a substitute for walking, cycling and public transport. While we acknowledge the potential benefits in relation to the reduction of private car ownership and requirements for parking on public space, there are a number of outstanding legislative, legal and technical issues in relation to autonomous vehicles and their impact on active travel and public transport.



## 7.20 Stakeholder Engagement

Figure 7-19 details the breakdown of feedback received under the theme of 'Stakeholder Engagement'. It shows that of submissions who referred to the stakeholder engagement process, 24% made reference to publicity and advertising, 43% to the project team and relevant personnel and 33% commented on the information provided.

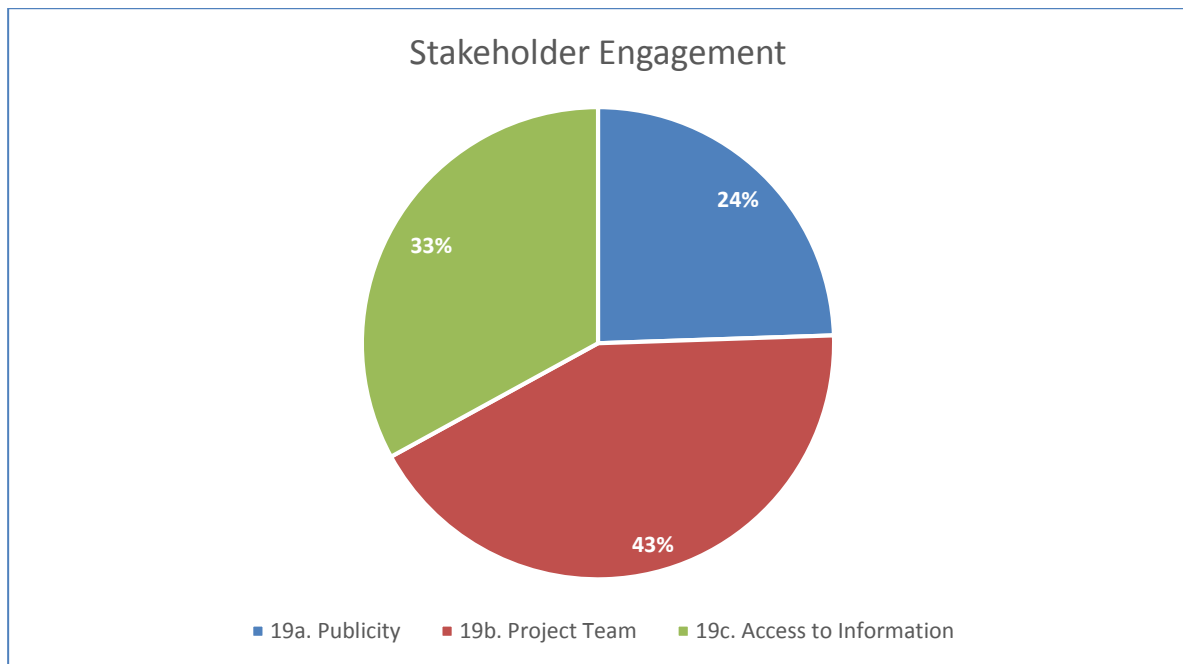


Figure 7-19: Graph representing a breakdown of how the theme 'Stakeholder Engagement' was discussed by stakeholders.

In general, 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*. Many commended the Project Team on the delivery of the draft *Strategy* and complimented the layout and presentation. One stakeholder, however, suggested that improvements could be made to the report by summarising key points at the start of each chapter.

While one stakeholder was disappointed by the public consultation event they attended, and another described the process as "window dressing" until funding is fully secured, several stakeholders found the event they attended "very informative and encouraging", "came away further impressed" and another thought that "the presentation in the Blarney Castle Hotel was excellent".

Several stakeholders highlighted the importance of local communities and organisations having the opportunity to engage in ongoing public consultation throughout the lifetime of the *Strategy*, during the review process and during each project. One stakeholder suggested establishing citizen panels and groups to review and engage with the *Strategy* and its implementation. The Glounthaune Sustainable Development Committee requested a dedicated East Cork stakeholders forum to address local connectivity issues and the production of Local Transport Plans for the various towns and villages. The Cork branch of the Green Party requested further consultation meetings for people with disabilities and organisations that advocate for people with disabilities are facilitated. They also noted that accessible versions of the proposal document do not appear to be available.

The ongoing engagement was cited by many respondents as being critical to ensuring accountability and buy-in and several stakeholders suggested this be done through social media, blog posts, leaflet drops and so on.

The Southern Regional Assembly stated that “the proposals for the bus network need to be informed and shaped by the consultation process which will raise issues on the need to service existing communities adequately, respond to where demand is greatest”.

The Southern Regional Assembly requested to be included as a key consultee and partner included in the implementation committee structures for CMATS and included as a partner authority for the preparation of future metropolitan area transport strategies. Cork Airport and Irish Rail expressed the desire to further engage with the NTA and TII to support the delivery of relevant CMATS proposals. Port of Cork would welcome the opportunity to be represented on any proposed stakeholder forum or working group. One global retailer requested that “all relevant statutory bodies should engage with retailers to understand their delivery requirements”. University College Cork requested to remain an active partner in achieving the objectives of CMATS. Several potential landowners also noted that it is important that there is ongoing engagement with the construction industry. Iarnród Éireann also welcomed “the opportunity to discuss the proposed rail network with a view to updating the current draft *Strategy*, establishing the key priority programme of investment required in the railway to match the future demand requirements for the Metropolitan area and the possibility of fast-tracking key elements of the rail strategy sooner than currently proposed”.

One stakeholder stated that they were not made aware of the consultation even though one of the proposals in the *Strategy* may impact on their on-street parking. Another stakeholder raised concerns that the *Strategy* is not detailed enough and therefore difficult to make a reasonable assessment.

### 7.20.1 Response

Stakeholder engagement is an essential element of the development of any strategy, and the National Planning Authority is committed to continuous and responsive two-way communication with all stakeholders, at every stage of this project. For example, our final approach to public consultation was upgraded from the original plan as a direct result of feedback received from key stakeholders during the pre-consultation process.

Throughout the public consultation process, we have presented stakeholder feedback on the project, whether it was positive, negative or neutral, and is compiled within this Report. The approach that we have chosen to document this feedback – ‘response by theme’ – allows the NTA to report and respond to the feedback, whilst respecting stakeholders’ privacy.

The National Transport Authority looks forward to continuing our commitment to public consultation and facilitating positive experiences for all stakeholders.

## 7.21 Supporting Documents

Supporting technical documents have been prepared to document the work undertaken in developing the draft *Strategy*, including transport demand analysis, transport option development, transport modelling and transport networks appraisal. A small percentage of submissions made reference to the content of these supporting documents.

One stakeholder commented on some of the accompanying documents such as the *Transport Modelling Assessment Report*, the *Transport Options and Network Development Report* and the *RSES Addendum Report*, in relation to the suburban rail scheduling. They stated that the service arrangement frequencies is not possible to schedule, and if CMATS wants to provide consistent frequencies on all lines, then it is not possible to provide through-running services from Mallow to both Midleton and Cobh. This means passengers would have to change trains at one of the stations between Cork Kent and Glounthaune.

### 7.21.1 Baseline Conditions Report

One stakeholder stated that the “development process uses poor quality and incorrect Baseline Conditions, does not reference any existing design manuals for cycling and references out-of-date NTA objectives”.

One stakeholder stated that a review of the *NTA Statement of Strategy (2015-2017)* is given a dedicated section in the Baseline Conditions Report, which was out of date at the time of compilation of the Baseline Conditions Report in September 2018.

One stakeholder queried where the baseline data from cycling was sourced.

### 7.21.2 Demand Analysis Report

One stakeholder raised concerns regarding the use of the “NTA South West Regional Model, which takes 2012 as a base year - this data is now eight years old and was collected during very different economic circumstances and long before the current proliferation of e-bikes”.

This stakeholder noted that a travel cost weighting is attributed to each travel mode and raised concerns regarding the following:

- These do not consider the recent rise in electric vehicle usage;
- These do not consider true costs of diesel emissions, as costs were assigned before the diesel emissions scandal;
- These do not consider the recent penalty costs associated with fines accrued from our country not achieving its climate targets; and
- These do not consider the indirect costs associated with climate change.

One stakeholder queried the rationale of the NTA South West Regional Model’s base cycling speed of 12km/h and maximum of 20km/h. They also queried whether the NTA Southwest Regional Model takes into account the *Cork Cycle Network Plan 2017* or the fact that cycling mode share has grown 43% already since 2011, which was published more than five years after the model. The stakeholder also highlighted that “each of the other modal shares relies on numerous input studies observed data to guide calibration and validation, the NTA Southwest Regional Model does not make use of any observed data from cycle or pedestrian sources, such as Strava”.

This stakeholder, therefore, considered that “the Demand Analysis Report is not fit for purpose, particularly for cycling” as well as the corridor analysis and indicative public transport network analyses that build on the outputs of the demand analysis.

One stakeholder queried if anyone was surveyed on the barriers to cycling.

### 7.21.3 Transport Options and Network Development

Several stakeholders raised concerns with the proposed redesign of South Douglas Road and Douglas Road contained within the accompanying *Transport Options and Network Development Report*. They raised concerns about the potential impacts on the local community and the operation and viability of their businesses if general traffic lanes were replaced with priority bus lanes. These stakeholders stated that this *Report* overlooks the important social and economic functions of the South Douglas Road neighborhood centre and its role within daily routines of the local community. The business owners noted that many of their customers have reduced mobility and are car-dependent.

### 7.21.4 Transport Modelling Assessment Report

Regarding the Transport Modelling Assessment Report, one submission raised the following concerns:

- Significant recent trends such as e-vehicles, emissions fines and 43% increase in cycling since 2011 are not referenced, rendering its figures out-of-date;
- No reference is made to the difference in economic climate since April 2012;
- No reference to the *Cork Cycle Network Plan 2017*;
- 12km/h is an unrealistic default cycle speed;
- No reference to e-bikes; and
- No recorded data is used for cycling or walking.

The stakeholder also noted that “the supporting measures affect cars significantly” and “are roughly as effective as the entire do-strategy on its own”. Thus, the stakeholder queried whether the supporting measures should be costed and undertaken in their own right, and whether the car do-strategy is value for money in its current format.

The stakeholder also noted that:

- Walking numbers are largely unchanged between do-minimum and do-strategy scenarios;
- Cycling numbers are largely unchanged between do-minimum and do-strategy scenarios; and
- Cycling numbers are largely unchanged between the base year and the final year, complete with the do-strategy and all supporting measures.

The stakeholder then stated that “the do-scenario is insufficient in affecting anything other than public transport in a significant way”.

### 7.21.5 Response

The National Transport Authority has listened carefully to the views expressed by stakeholders regarding the draft *Strategy*’s supporting documents including the Baseline Conditions Report, Demand Analysis Report and Transport Options and Network Development Report. All feedback will be taken into consideration when updating the final *Strategy* and incorporated where appropriate. For example, the Baseline Conditions Report will be updated to ensure the final *Strategy* aligns with our most recent *Statement of Strategy 2018-2022* and the recently published *Climate Action Plan 2019*.

## 8 Next Steps

All written feedback received by the CMATS project team as part of the six-week public consultation that ran from the from 14<sup>th</sup> May to the 28<sup>th</sup> June 2019 has been acknowledged, recorded and is summarised in this Report.

The National Transport Authority has listened carefully to the queries received and the views expressed by stakeholders throughout the consultation period. The feedback received will be considered and the final *Strategy* will be updated to incorporate this feedback, where appropriate. An additional chapter will also be included in the final *Strategy* summarising the consultation process that has been undertaken.

The publication of this Report is another milestone in the ongoing development of the *Cork Metropolitan Area Transport Strategy 2040*. The National Transport Authority is currently finalising the *Strategy* and accompanying Strategic Environmental Assessment (SEA) Statement and Natura Impact Statement (NIS). The National Transport Authority envisages that the final *Strategy* will be published later this year.