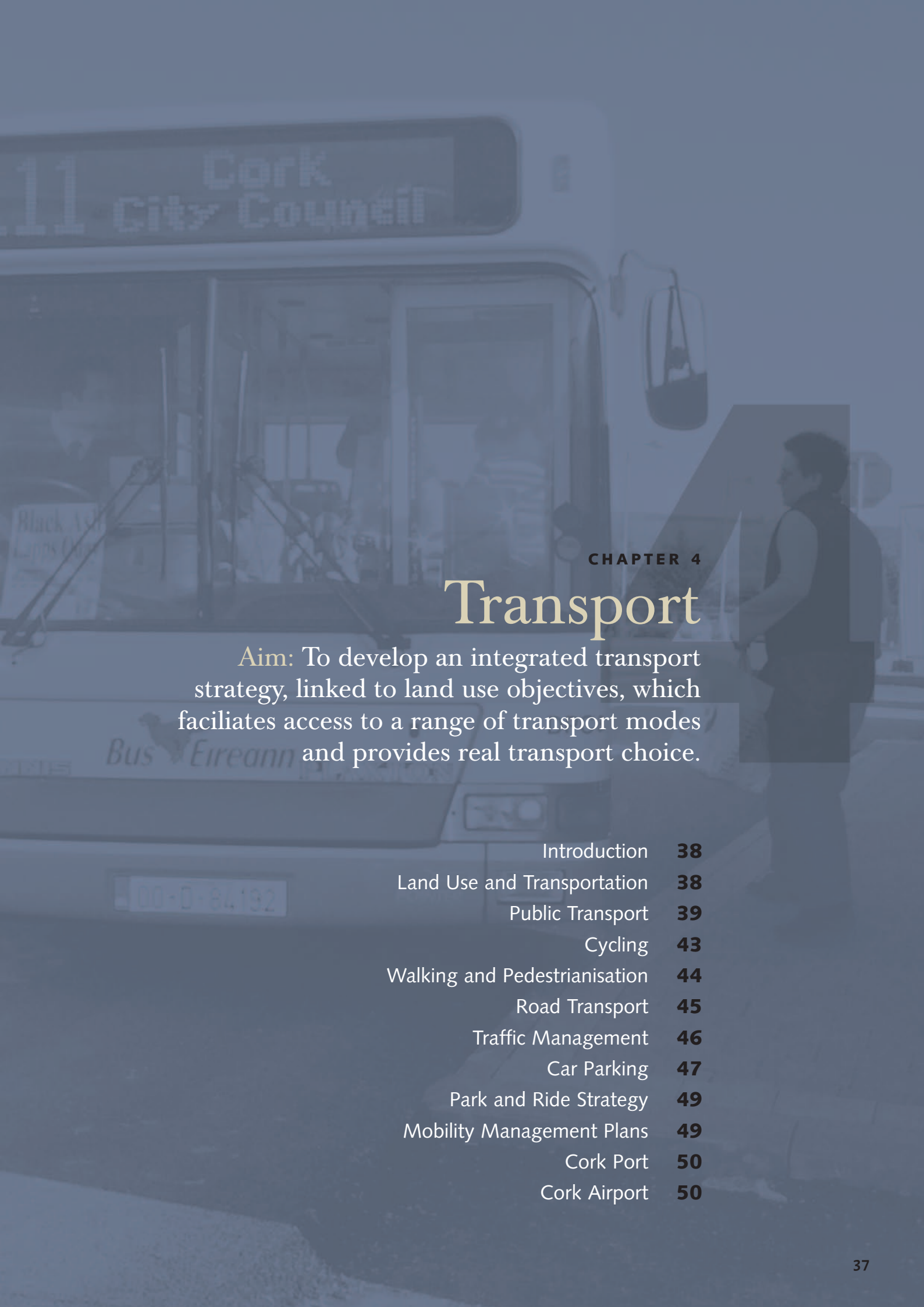

CHAPTER 4

Transport

Aim: To develop an integrated transport strategy, linked to land use objectives, which faciliates access to a range of transport modes and provides real transport choice.

Introduction

4.1 An integrated and balanced transport system is essential to the delivery of the *Cork Area Strategic Plan (CASP)* vision for Cork and will be particularly important in facilitating the continuing development of the City Centre and Docklands and improved environmental quality.

Objectives

- **To provide an integrated transport system for Cork**
- **To provide for high quality cycling and pedestrian facilities**
- **To facilitate the provision of an enhanced quality public transport system**
- **To provide new and upgraded roads taking into account both car and non-car modes of transport at the planning stage**
- **To manage the capacity of the City's road system to facilitate a range of transport modes and reduce the negative impacts of congestion**
- **To implement a parking policy which balances the needs of shoppers and commuters with the need to protect the amenities of the City Centre and residential areas.**
- **To facilitate the operation of Cork Airport and Port of Cork, recognising their role in the provision of air and maritime transport, both passenger and commercial, as part of the integrated transport system for the region.**

Land Use and Transportation

4.2 *The Cork Area Strategic Plan (CASP)* is based on the premise that land use and transportation policy must be closely linked to achieve a more sustainable form of spatial development for the Cork Area. While the *Cork Land Use and Transportation Study (LUTS)* delivered a high standard of road infrastructure, the LUTS public transport proposals did not receive the same investment. CASP states that the continuing increase in car ownership and projected growth in population will have dramatic consequences if sustainable land use and transportation policies are not implemented. Without intervention it is forecast that traffic will double in the City in 20 years, peak hour travel speeds will fall to 5mph on most roads in urban areas and travel to work times will become up to five times longer than at present. The environmental impact of such travel patterns in terms of energy use, emissions of pollutants and green house gases would be very significant.

4.3 The key features of a more sustainable form of spatial development for the Cork area as put forward in CASP are:

- A form of development that is concentrated rather than dispersed, allowing it to be more efficiently served by public transport. A move towards higher housing densities coupled with the provision of high quality open space and amenities and community services.
- Improved access to jobs, education, health, leisure and other services through the provision of a high quality public transport system.
- The location of new housing as close as possible to employment opportunities and public transport routes in order to reduce the need for commuting by car.

An Integrated Transport System

4.4 An integrated transport system offers real choice in transport mode so that more sustainable transport alternatives are available at the right quality, frequency and price. CASP's vision for Cork sees the City, the Metropolitan Area, the ring towns and rural areas having such an integrated transport system within the period of the Plan. It proposes that an integrated transport system will include the following elements:

- High quality rail commuter services.
- Quality public transport corridors including bus, cycling and walking facilities.
- Improved stations, bus facilities and integrated ticketing.
- High quality interchange facilities between road, bus and rail.
- Park and Ride strategies.
- High quality road access on national routes.
- An appropriate and managed supply of car parking.
- Traffic management and car restraint, particularly in City Centre areas.

- Local Area Transport Plans.
- Mobility Management Plans for large employers.
- Large developments linked to public transport availability.

The main proposals for Metropolitan Cork are shown in Figure 4.1 and are described in more detail below.

FIGURE 4.1

Schematic Public Transport Map for Cork 2020

The delivery of an integrated transport system is only partially within the brief of Cork City Council and will require close co-operation between local authorities, funding agencies, public transport providers at both local and national level and government over a sustained period if it is to be achieved. CASP envisaged that delivery of many of the central elements of the strategy would require the setting up of an implementation body to co-ordinate the efforts of the diverse actors involved. The CASP implementation mechanisms referred to in Chapter 2: Strategic Context will have a particularly important role to play in overcoming the complexities of delivering an integrated transport system.

4.5

Implementation of CASP Transportation Objectives
Cork City Council will co-operate with Cork County Council, the public transport bodies, the National Road Authority and Central Government in the delivery of an integrated transport system for Cork via the dedicated CASP implementation mechanisms.

POLICY **T1**

Public Transport

The development of a high quality public transport system with significant increases in service frequency and use of bus and rail modes is central to the achievement of an Integrated Public Transport System. Improved public transport provision can play a key role in controlling the trend towards traffic growth, congestion and loss of amenity which result from over-dependence on car transport. Fig 4.2 shows the modal shift that would be achieved by 2020 if the CASP public transport proposals are implemented and employment and population projections are met. It is envisaged that about one third of City Centre trips would be by public transport, with walking and cycling accounting for a significant proportion of the remainder.

4.6

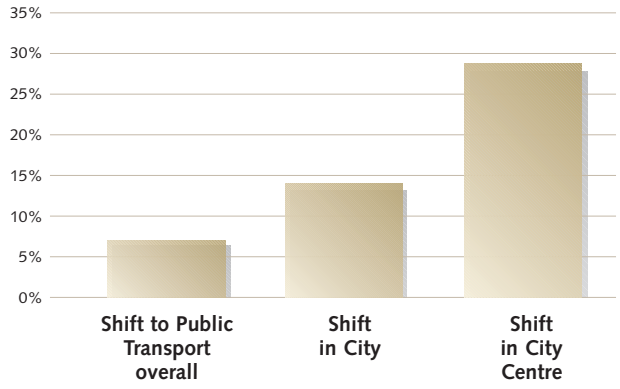

FIGURE 4.2

Modal Shift in Transport – 2020

4.7 The upgrading of both bus and rail services, as well as providing sustainable modes of transport, can contribute greatly to the potential expansion of employment and services in the City Centre and Docklands. Expansion without public transport provision would lead to increased congestion, reduced traffic speeds and environmental damage. In time this would result in the decline in the attractiveness of the City Centre as a place to live, work and visit. Improved public transport provision is therefore essential to the continued vitality and viability of the central area.

4.8 CASP states that the planning of all public transport services will be based on the principal of 'Total Journey Quality'. The concept is widely applied to bus services and aims to improve frequency and reliability by providing more new and improved buses, more frequent services, improved reliability, low floor buses, improved timetabling and more easily accessible information on timetables. The principle of a high quality 'door to door' travel experience can equally be applied to rail travel. Integrated ticketing so that one ticket is valid for all modes of transport is also a component of a quality public transport system. Well displayed and easily available 'real time' information on all travel modes and Park and Ride facilities is also essential.

Bus Services

4.9 An upgraded bus service for the City and environs will form the major element of improved public transport provision. While the actual provision of bus services is outside the remit of Cork City Council a package of measures can be put in place in co-operation with Bus Eireann and other operators to facilitate improvements in bus services. The main elements in providing an improved service are:

- Provision of high quality bus corridors on 'Green routes'.
- Expansion of Orbital routes around the City.
- Provision of an upgraded City Centre Bus Station.
- Expansion of City Centre bus facilities.

Green Routes

4.10 A network of Green Routes will be developed for Cork City and environs. Green routes are high quality public transport and cycling corridors providing high quality bus services in dedicated road space where feasible, with priority in the traffic management system. The objective will be to transport large numbers of people rather than a large number of vehicles, as is the norm on conventional roads. Green routes will incorporate improved pedestrian facilities as well as the provision of dedicated road space for cyclists. They will also include improved facilities at bus stops, better disabled access and real time information on bus services.

4.11 In all ten 'Green Routes', radial routes extending out from the City Centre are planned (see Fig. 4.3 below). The Green Routes include the main existing city bus routes as well as routes to connect proposed 'Park and Ride' sites with the City Centre. The Green Routes will also facilitate improved services from the Metropolitan towns, in particular Carrigaline and Ballincollig.

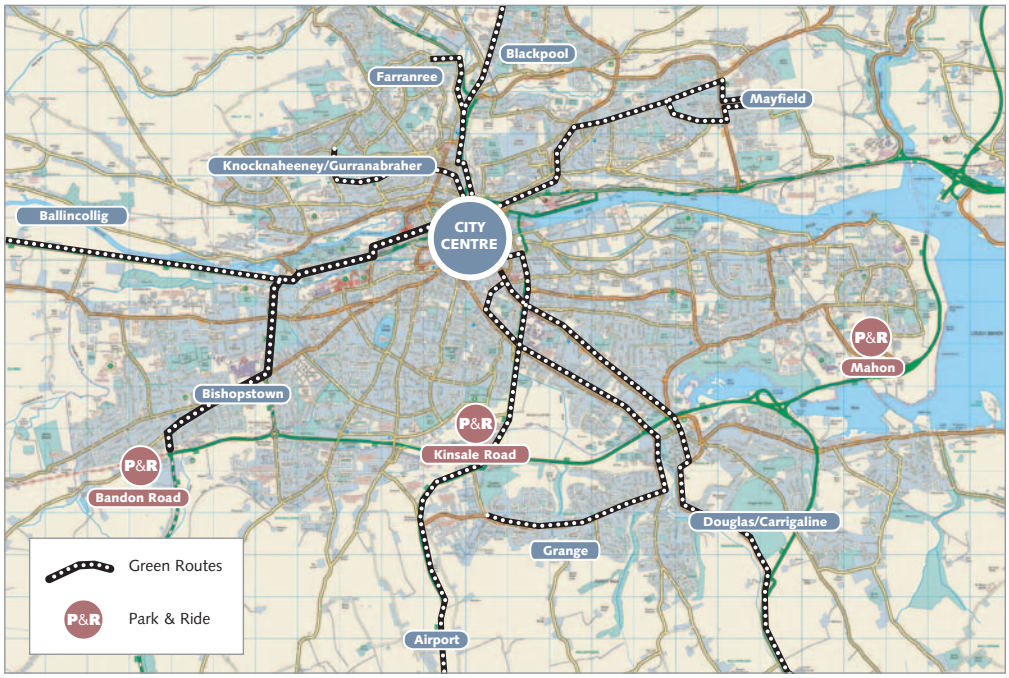

FIGURE 4.3

Green Routes with Park and Ride Sites

4.12 The bus priority measures will vary with the characteristics of each route. On some routes it will be possible to provide a fully segregated bus lane, while limited road widths on others mean the emphasis will be on priority at junctions and other measures. Cork City Council in co-operation with Bus Eireann, An Garda Siochana and Cork County Council has received approval from the Department of Environment, Heritage and Local Government for implementing the Green Routes, which will serve the No. 6 and 8 bus services. This will be followed by proposals for the other routes with the objective of implementing all routes by 2005. Implementation of the Green Routes needs to be linked to significant increases in the quantity and quality of services if the optimum benefits of the bus priorities are to be achieved. The role of taxis as Public Service Vehicles is recognised and they will be permitted to use bus lanes on green routes and elsewhere in order to facilitate an efficient service.

POLICY **T2**

Green Routes

To improve the attractiveness and patronage of bus services by bus priority measures on 'Green Routes' which will facilitate improvements to the frequency, reliability and speed of services. It is an objective to implement the following (or alternative) Green Routes by 2005:

- *Grange/Frankfield area to City Centre*
- *Curaheen/Bishopstwon area to City Centre*
- *Mayfield area to City Centre*
- *Dublin Hill/Blackpool area to City Centre*
- *Farranree/Gurranabraher area to City Centre*
- *Ballincollig via Carrigrohane Road (N22) to City Centre*
- *Carrigaline/Douglas area to City Centre*
- *Cork Airport to South Ring Road*
- *South Ring Road to City Centre*
- *Mahon Area to City Centre (Route to be determined)*

4.13 CASP considered the option of light rail on some of the green routes but concluded that forecast demand would not support it. However it suggests that a mid-term review of CASP could re-consider the situation and that in the meantime the possibility of upgrading to light rail in the future should be considered at the planning stage of routes such as those from Mahon and Ballincollig.

4.14 CASP also proposes that the requirement to accommodate the needs of public transport be taken into account when upgrades to the major roads in and approaching the City are being planned.

4.15 Orbital bus routes are now in place both on the northside and southside of the City linking residential areas to important service and employment locations such as Cork University Hospital and Cork Institute of Technology. These will be monitored and if possible expanded to meet demand.

City Centre Bus Facilities

4.16 The bus infrastructure in the City Centre includes bus priority measures, bus stop facilities, and the central bus station. The need for a major upgrade of the central bus station facilities to cater for existing and future need is recognised by Cork City Council and Bus Eireann. A range of options has been considered, including:

- the possible relocation of the bus station to the railway station to create a public transport hub with bus linkages to the City Centre retail area and other destinations.
- its relocation to an alternative City Centre site.
- upgrading at the existing site for regional bus services and relocating Metropolitan Cork termini to on-street locations around the City Centre.

4.17 Bus Eireann have decided to pursue the third option of upgrading the present facility. This would not preclude a relocation option in the long term if expansion in demand requires it.The implementation of the chosen option will need to ensure:

- that the redesign of the bus station not only takes into account the needs of bus users, but also the needs of pedestrians and vehicles using Parnell Place, Anderson's Quay and other adjoining streets.
- that on-street bus stops, termini and layovers are located so as not to lead to undue congestion.
- that there are good quality bus and pedestrian linkages between the bus and rail station.

POLICY **T3**

Bus Services
Cork City Council will co-operate with bus service providers in facilitating the provision of high quality bus facilities in the City Centre, both on-street and in the central bus station.

Rail Services

4.18 Following the adoption of the *Cork Area Strategic Plan (CASP)*, Iarnrod Eireann, in consultation with the Department of Public Enterprise and the County and City Councils, commissioned a feasibility study into the rail aspects of the plan. The study, conducted by consultants Faber Maunsell and published in April 2003 made strong recommendations in favour of the development of a more comprehensive suburban rail network comprising routes from Cork to Cobh, and Mallow to Midleton. The recommended investment strategy put forward in the national *Strategic Rail Review (2003)*, also includes the proposals for the Cork Suburban Rail Network.

The initial phase of investment for the recommended rail project is to be completed by 2008 and is to cover: **4.19**

- The Cobh–Cork service to be extended to Mallow and increased to a half hourly service.
- The Midleton Line to be re-opened and a 15 minute interval service introduced to/from Cork.
- A new concourse area at Kent Station to be constructed.
- New stations to be opened at Blarney, Kilbarry, Dunkettle, Carrigtwohill, and Midleton.

The feasibility study anticipates a further stage of investment as demand for the rail service increases. This investment will consist of the purchase of additional rolling stock, the extension of certain station car parks and the provision of a new station at Monard to coincide with the first phase of major development in the area. From a city perspective it will be necessary to carry out local area plans/action plans in the Blackpool and North Docks areas to ensure that access and land use policies support the development of railway stations in these two locations. **4.20**

Iarnrod Eireann are planning a major upgrading of the facilities at Kent Station in conjunction with a private developer. This will benefit both commuters and users of inter-city services. This will need to facilitate through running of trains from the Mallow line to the Cobh and Midleton lines. It will also include: **4.21**

- Relocation of the main entrance to the south.
- Provision of good quality pedestrian and cycling links between the station and the City Centre and Docklands (see Chapter 9).
- Bus linkages to the City Centre and other major locations in the City.
- Multi-modal interchange between rail, bus, bicycle car and foot.
- Provision of car parking for users of inter-city services.

POLICY **T4**

Rail Services
Cork City Council will co-operate with Iarnrod Eireann in the provision of upgraded rail facilities and improved linkages between the rail station and other parts of the City.

Cycling

Cycling is a sustainable transport mode because it is non-polluting, reduces congestion and contributes to a healthy lifestyle. It is also cost effective and therefore accessible to those without access to private cars, particularly young people. The proportion of trips made by bicycle in the City has declined. However there is significant potential to reverse this trend if concerted action is taken to put in place infrastructure to support safe cycling. Achieving safe cycling is dependent on overall measures including traffic calming, traffic speed reduction, reconsidering one-way streets and junction improvements as well as cyclist specific actions such as cycle ways/tracks and the provision of well designed cycle parking facilities. An integrated approach to traffic management which aims to consider the needs of all road users will help address the range of actions necessary for safe cycling. **4.22**

Cycle lanes have been provided in a number of locations around the City in recent years, however they are somewhat fragmented and it is recognised that a more integrated approach to meeting the needs of cycling is required. An integrated cycling strategy is therefore to be commissioned by the City Council in 2003 and implemented over the period of the Plan. This will focus not on just provision of cycle lanes but on the wider range of measures that contribute to safe and attractive cycling. High quality cycling routes incorporating a range of measures to promote safe and convenient cycling need to be identified within the City. These should incorporate radial routes from the suburbs into the City Centre, routes within the City Centre and orbital routes linking suburban locations to facilities such as CIT and UCC. In addition there is demand for amenity routes. Indicative cycle routes are shown on Figs. 10.1–10.5 in Chapter 10 and these and other routes will be considered in more detail in the integrated cycling strategy (see paras. 11.101 and 11.102 for detail on the provision of cycle facilities in new development). **4.23**

POLICY **T5**

Cycling

To prepare (by 2004) and implement over the period of the Plan an integrated plan for cycling which will include the following:

- *A strategic network of cycle lanes and cycle routes*
- *Incorporation of cycle facilities in the development of Green Routes*
- *Incorporation of cycle facilities when upgrading roads where feasible*
- *Introduction of traffic calming and traffic speed reduction measures on selected routes*
- *Incorporation of advance stop lines for cyclists at junctions in the interests of safety*
- *Provision for cyclists in the development of existing and new amenity routes*
- *Provision of bicycle and motorcycle parking facilities in the City Centre and at major suburban employment/educational facilities.*
- *Liaison with public transport providers to promote ease of transfer from cycling to bus/train.*
- *A requirement that major new developments and existing large employers provide safe access and parking facilities for cyclists as part of their Mobility Management Plans (see paras. 4.52–4.56 below).*

Walking and Pedestrianisation

4.24 Walking is the dominant mode of transport in the inner City and much of the northside and has potential to increase significantly with the proposed increases in population in the City Centre and Docklands. Walking will be encouraged and facilitated by a series of measures over the lifetime of the Plan. These will include improved pedestrian facilities on commuter walking routes, pedestrian priority measures in the central area and requirements for new developments to take into account measures to facilitate walking. The provision of leisure routes for walking will also be extended. Specific proposals for improvement of pedestrian facilities are contained in Chapters 9 and 10.

POLICY **T6**

Walking and Pedestrianisation

To implement a series of measures to facilitate walking as a mode of transport and leisure activity, including:

- *The creation of pedestrian priority areas in the central area will continue during the period of the Plan to form a network of linked pedestrian routes and spaces.*
- *Key pedestrian routes to locations off the City Centre Island, such as the railway station and the proposed new Dockland development areas, will be identified and upgraded.*
- *Commuter walking routes into the City Centre will be improved by widening and upgrading footpaths, providing greater priority at street crossings and provision of better lighting.*
- *Access to convenient walking routes, to public transport and to local facilities such as schools, shops etc will be an important consideration when assessing new housing and other developments.*
- *The network of amenity walks in the City will be extended with particular attention being paid to riverside walks and pedestrian bridges.*
- *Major new developments and existing large employers will be required to promote walking as part of their Mobility Management Plans (see paras. 4.52–4.56 below).*
- *Identification and provision of safe walking routes to schools.*

Road Transport

Road improvements will be carried out as part of the Integrated Transport System. CASP proposes that their planning and provision be co-ordinated with the provision of other transport modes.The National Roads Authority in conjunction with the City and County Councils has proposals to upgrade all the radial routes into the City, and to upgrade the South Ring Road. These improvements will improve linkages from the City to the airport, to Ringaskiddy Port and to the major towns in Metropolitan Cork and the Ring Towns. **4.25**

In the case of bypass schemes, such as the Ballincollig Bypass and the Blackpool Bypass, an opportunity exists to reallocate space to public transport and non-car modes on the former routes. This will be progressed though the Green Routes Strategy. Where major upgrading or new routes are planned, requirements for buses, cyclists and pedestrians can be incorporated into the design. The design of these routes could also include provision for priority treatment of public transport vehicles at junctions and interchanges. **4.26**

In addition to the improvements to existing National Routes, the provision of a North Ring Road crossing the River Lee and linking the N22 (Killarney Road) to the N20 (Limerick Road) and eventually to the N8 (Dublin Road) is at an early stage of planning. Provision of dedicated space for public transport on this route should be considered as part of the feasibility study. **4.27**

A study has been completed on the traffic situation in Bishopstown, which considered measures to reduce congestion in the area and improve access to CIT. As the Ballincollig Bypass will have considerable positive impacts on traffic congestion in Bishopstown and will remove much of the traffic from Melbourne Road, the choice of preferred scheme was focussed on resolving the residual traffic issues. The study proposes an integrated long-term strategy for the area which includes construction of a new road link from the Ballincollig Bypass to CIT and on to Rossa Avenue, and construction of a new road link from Curragheen Road to Ardrostig Cross. As well as road construction the proposals include a range of traffic management measures and measures to cater for non-car modes of transport. **4.28**

The City Council considers that the construction of a link from the Ballincollig Bypass to the Model Farm Road in the County Council area is also desirable and a high priority to deal with traffic in the South West. **4.29**

A new road bridge across the River Lee is proposed as part of the Docklands Development Strategy to provide access for redevelopment of the area. A feasibility study to consider the location and form of the bridge is likely to be completed in 2004. **4.30**

In the City Centre, while a link from Lancaster Quay to Sharman Crawford Street has been provided, the completion of the Kyrls Quay/Sheares Street link is still outstanding and will be pursued over the period of the Plan. This link will help remove through traffic from the City Centre commercial areas. **4.31**

Table 4.1 below sets out a number of improvements to be made to the road transport network over the period of the Plan. These range from the building of new roads to alleviate traffic congestion to the provision of access into new developments and are shown in Chapter 10: Figs. 10.1–10.5. **4.32**

TABLE 4.1

Suburban Road Transport Measures

Sector	Measure
North West	Road improvement from Harbour View Road to Blarney Road (Figure 10.1)
North West	Possible new road from Harbour View Road, through St. Mary's Orthopaedic Hospital, to Baker's Road (Figure 10.1)
North East	Proposed new road in redeveloped North Blackpool area giving access to former Sunbeam Complex (Figure 10.2)
North East	Proposed new section of the North Ring Road from Ballyhooly New Road to Shannon Lawn (Figure 10.2)
South East	Upgrading of Skehard Road from Silverdale Drive to Well Road (Figure 10.3)
South East	Possible point of access to Ursuline lands at Skehard Road (Figure 10.3)
South East	Proposed new road from Meadowgrove Estate to Rope Walk (Figure 10.3)
South West	Proposed new road from Bishopstown Rd, Ardrostig Cross to Curragheen Rd (Figure 10.5)
South West	Upgrading of Model Farm Road from Rossbrook to Carrigrohane Bridge (Figure 10.5)
South West	Proposed new access road to rear of CIT (Figure 10.5)

POLICY **T7**

National Roads

To co-operate with Cork County Council and the National Roads Authority in the planning and provision of the following National Roads Schemes:

- *Completion of the Ballincollig bypass.*
- *Upgrading of South Ring Road (N25), including widening to three lanes in either direction; grade separation of Kinsale Road, Sarsfield Road and Bandon Road Roundabouts.*
- *Upgrading of the Airport Road (N27).*
- *Upgrading of the Ringaskiddy Road.*
- *Upgrading the Bandon Road as it approaches the City.*
- *The carrying out of a detailed study on appropriate route options for a North Ring Road connecting the Killarney Road (N20) to the Limerick Road (N22) and eventually extending to the Dublin Road (N8).*

POLICY **T8**

Non-National Roads

To seek to progress the following schemes over the period of the Plan:

- *Carry out a feasibility study into the provision of a road bridge over the River Lee to give access to Docklands and seek funds for the implementation of the recommended scheme.*
- *Implement improvements to the Kyrls Quay/Sheares Street route to reduce through traffic in the City Centre, enabling improved pedestrian priority to be introduced in areas such as the upgraded St Patricks Street.*
- *Implement measures to reduce congestion in the Bishopstown area, including road construction proposals (see Figure 10.5) and traffic management measures.*
- *Resources will be sought for essential repairs to the quay walls in the City Centre and Docklands.*
- *Other suburban transportation measures in a variety of locations as indicated in Table 4.1 above and in Chapter 10: Figs. 10.1–10.5.*

Traffic Management

4.33 The management and appropriate use of the capacity of road space within the City is of major importance in the development of an integrated transport strategy. With demands for use of the road space growing, the role of traffic management becomes increasingly significant. Within a city, the option of creating new or expanded roads is rarely feasible nor desirable. Instead the capacity of existing routes must be managed. The use of road space can be balanced between the needs of the various traffic modes to help achieve a balanced transport system.

4.34 An automated urban traffic control system is in place in Cork which can regulate traffic flows around the City and can detect and give priority to bus movement. This is complemented by variable message boards giving space availability in the City's multi-storey car parks and in the 'Park and Ride' sites. A traffic model of the City has also been prepared which can be used to test a variety of traffic management and route options.

4.35 The completion of the major roads and the Jack Lynch Tunnel creates opportunities for the introduction of measures to improve the environment and functioning of the City Centre and radial routes leading into the City Centre. A programme of re-conversion of streets to two-way functioning to simplify traffic circulation in the City Centre has commenced with the reversion of Merchants Quay to two-way. This will be followed by other schemes with the completion of the Main Drainage works and the renewal of many City Centre streets.

4.36 The completion of the St Patricks Street upgrading will be complemented in time by the introduction of a traffic management scheme to restrict access to public transport, taxis and cyclists for a core period each day. This 'dynamic traffic management' can be put in place as soon as the functioning of St Patricks Street as a traffic route reduces, with road and traffic management improvements elsewhere in the City Centre, such as the Kyrls Quay/Sheares Street link.

An overall City Centre Local Transport Plan is highly desirable to ensure a co-ordinated approach to traffic planning for the City Centre. Funding for this will be sought early in the Plan period. The rise in car ownership and use has caused many suburban areas to come under pressure from increased traffic flows. Localised traffic studies will be undertaken to improve traffic management in these areas. **4.37**

POLICY **T9**

Traffic Management

To provide an efficient traffic control system as part of a balanced transport system by:

- *Monitoring, improving and evaluating traffic management, using the Urban Traffic Control System .*
- *Developing road user information/traffic information signage to enable more effective use of the road network.*
- *Introducing measures to manage traffic in the City Centre and residential areas through the development of a City Centre Transport Plan and localised traffic studies where required.*

Car Parking

The overall aim of parking policy will be to manage and control car parking to the levels considered appropriate to the location. An effective parking policy is an essential component of overall traffic management in the City. It helps to: **4.38**

- Protect the environment of the City.
- Curtail traffic congestion.
- Minimise the impact of traffic on streets within the City which are public spaces as well as traffic routes, so enhancing the economic and social life of the City.
- Allow alternative transport modes to the private car to develop.

Commuter access needs will be addressed through the promotion of alternative modes of transport including public transport, walking and cycling. The provision of bus and rail based park and ride facilities, as described below, will also cater for commuters. **4.39**

Transportation contributions will be levied in lieu of on-site parking, to be used on a range of measures to provide for and manage access to the City by a choice of modes *(see Chapter 11: Tables 11.3 and 11.4 for car parking standards).* **4.40**

Parking by commuters in residential areas adjoining the City Centre or large businesses/institutions in the suburbs will be controlled by extensions to the disc-parking zone as required. Large developments/ institutions in the suburbs will be required to manage car parking as part of an overall Mobility Management Plan to reduce congestion in adjoining areas, to promote alternative modes of transport and to maximise the efficient use of land within the City. Transportation levies may be applied in suburban locations where it is not feasible or desirable that sufficient on-site parking be provided to meet the suburban car parking standards set out in Chapter 11: Development Control Standards. **4.41**

In line with international best practice, car parking standards are maximum provisions, as Cork City Council would prefer to promote modes of transport other than the private car, if at all possible. Development proposals involving car parking provision less than the maximum standards set out will be considered favourably depending on the accessibility of the development location, the introduction of measures to enhance accessibility (e.g. via Mobility Management Plans) and where such developments are adjacent to Green Routes, the City Centre, district centres and third level educational institutions. Car-free developments within the City Centre and Docklands will be considered favourably. **4.42**

City Centre and Docklands

A central element of parking policy in the City Centre area will be to control parking supply and to determine and control the balance between the supply of long-stay and short-stay parking. The focus of car parking supply in the City Centre is on the provision of adequate facilities for the short-stay parker, so that the needs of shopping, business and leisure uses are catered for. A reasonable supply of short-stay **4.43**

spaces is essential to the continued viability of the commercial, economic and social life of the City Centre, and to allow it to compete effectively with suburban shopping centres. At present there are 7,650 spaces in the City Centre of which 4,450 are off-street spaces in public car parks and 2,100 are on-street spaces, while the remainder are private off-street spaces. Private off-street spaces attached to residential developments are additional to this.

4.44 The current supply of short-stay spaces in multi-storey car parks is considered sufficient to meet short-stay demand for the next number of years. No new multi-storey car parks will be permitted on the City Centre Island. At present some of the off-island car parks are not fully used or are being partially used by long stay parkers. The existing supply of short-stay parking therefore needs to be managed more effectively to ensure that:

- Shoppers receive accurate information on spaces available in both public and private parks, as they approach the City Centre.
- Short stay spaces are priced to discourage colonisation by long-stay users and contract commuter parking is not permitted in car parks intended for short-stay users.
- Opening hours are extended or are flexible enough to cater for night-time and weekend leisure and tourism uses.

4.45 Provision of additional commuter parking in the City Centre Commercial Core Area (see Fig. 9.1) will not generally be permitted. Significant new developments will be required to prepare Mobility Management Plans to show how the access needs of their employees can be met by a range of measures to reduce reliance on the private car. In exceptional cases a small portion of the parking demand may be allowed on-site (subject to robust and verifiable mobility management plans), as an incentive to promote renewal/ development of large strategic sites. This will only be feasible where the location and configuration of sites is such as to allow parking without causing undue local congestion or negative impact on pedestrian movements. Where such parking is considered acceptable developers in the same or adjacent blocks may provide such parking in a shared location to facilitate efficiency of design and operation.

4.46 Provision of car parking on site to serve hotel developments in the central area will be favourably considered, as hotel car parking generally has limited impact on peak hour traffic and a certain amount of parking is desirable to allow for the operation of large hotels. In considering the appropriateness of allowing such car parking, its impact on surrounding uses, on the character of the area, and on pedestrian movements will be taken into account.

4.47 Surface off-street car parks will only be permitted in exceptional circumstances.

4.48 In the Docklands redevelopment areas (see para. 9.88) City Centre parking standards (see Chapter 11: Tables 11.3 and 11.4) for residential and commercial development will generally apply. The overall aim will be to have an efficient public transport system for Docklands reducing the reliance on the private car and to have a relatively high density and 'urban' form of development. This is not compatible with the provision of large areas of car parking within development sites. However it is acknowledged that parking may be required initially until public transport provision is developed. The policy will be to strictly limit provision of on-site parking for commuters in the inner Docklands areas – such as the Kent Station precinct and the Victoria Road (East) precinct, while permitting parking for residential and hotel uses in these areas. As a short–term measure temporary surface parking for employees (up to City Centre standards) may be permitted off-site on lands which have not yet come forward for redevelopment. This parking must be strictly linked to use by employees of a particular development in Docklands and will not be available for wider use. This will be strictly controlled to ensure that the parking use is not inhibiting redevelopment of sites and will be phased out as public transport provision improves. Provision of a multi-storey car park for long-distance rail passengers will be acceptable at the rail station.

4.49 Outside of these inner areas of Docklands, provision for on-site parking complying with City Centre standards will be open for consideration, subject to a requirement that mobility management plans be prepared for significant employers/institutions. In these outer areas the need for parking will be re-appraised as public transport provision improves.

POLICY **T10**

Car Parking

- *To control the supply and pricing of car parking in the City in order to achieve transport and environmental objectives*
- *To ensure appropriate parking provision for short-stay shopping, business and leisure uses in the central area and to discourage commuter parking in the central area and inner docklands.*

Park and Ride Strategy

4.50 Park and Ride facilities are proposed on major radial routes into the City and at railway stations on the commuter line *(see Figure 4.3)*. These will offer car-based commuters the option of changing from their cars to public transport before they enter the City. This parking can be seen as a substitute for City Centre parking provision and will help ease congestion by reducing the number of cars entering the City.

4.51 Bus-based services are provided at Kinsale Road roundabout and are proposed at the Bandon Road roundabout where high frequency buses will bring passengers into the City Centre or other high employment locations along the Green Route corridors. A study is underway to investigate the feasibility of providing a Park and Ride facility near the Bandon Road roundabout to serve major institutions in the southwest of the City, such as UCC, CIT and Cork University Hospital. A Park and Ride facility is also proposed for Mahon, which will be linked to the City Centre via a Green Route (the actual route to be determined).

POLICY **T11**

Park and Ride

Cork City Council will secure the provision of a 900 space Park and Ride facility at the South City Link Road and will co-operate with Cork County Council and the public transport authorities in the provision of additional Park and Ride facilities.

Mobility Management Plans

4.52 Mobility planning by businesses and institutions that have high numbers of employees is a way of promoting sustainable means of access, reducing traffic congestion in urban areas and making more efficient use of land by reducing the need for car parking.

4.53 Mobility management plans will be required to accompany planning applications for significant new development or redevelopment of existing premises. Permission for high employment businesses will be conditional on the capacity to implement a sustainable mobility management plan.

4.54 Mobility management plans must address:

- The need to provide adequate, affordable and sustainable means of access for employees, visitors and others (e.g. students).
- The need to promote and support alternative means of transport to the private car, i.e. public transport, cycling, walking.
- The need to minimise the impact of the traffic and parking generated by the business or institution in the surrounding areas.
- The need to manage on-site parking (if any is to be provided).

4.55 The strategy developed might include a combination of:

- Commuter planning measures (e.g. car sharing, pool cars, public transport initiatives, improved cyclist and pedestrian facilities).
- Demand Control Measures (e.g. restricting supply of car parking spaces, parking charges, staggering working hours or class times).
- Car Park Management (e.g. introducing pay parking, providing substitute parking in an off-site park and ride, proposals to introduce disc parking in surrounding areas).

4.56 Mobility management plans must set out an implementation strategy and include clear targets for each mode of transport. A Mobility Management Plan Manager will be required for large business or institutions to implement, promote and monitor the performance of the plan. Continuous monitoring and regular feedback and liaison with Cork City Council will be required.

POLICY **T12**

Mobility Management Plans
To require Mobility Management Plans to be prepared and implemented for all significant new and extended developments.

Cork Port

4.57 Cork Port plays a major role in the economic life of the region. At present the Port operations in the City are at the City Quays and at Tivoli. The Port's *Strategic Development Plan* indicates an intention of gradually moving its operations on the City Quays downstream. This presents a major development opportunity for the City. Some development can go ahead in the short term on redundant land formerly used by port-related businesses. The remainder will be available for development gradually as businesses and port operations relocate. It is envisaged that leisure use of the City Quays can be expanded as commercial operations decline. The provision of infrastructure such as bridges to facilitate docklands redevelopment, will be developed in consultation with stakeholders, in particular the Port of Cork Authority. Port operations at Tivoli are likely to continue well into the future, although they are somewhat constrained by the trend towards deeper draught vessels.

POLICY **T13**

Cork Port
Cork City Council will work with the Port Authority to ensure an orderly transition in the functioning of Port activity at the City Quays and will promote an expansion in leisure and visitor boating activity and facilities in these areas

Cork Airport

4.58 The proximity of an expanding international airport is a major asset for the City and high quality linkages by car and public transport are essential to make the most of this asset. Major upgrading and expansion of the facilities at the airport are planned over the period of this Development Plan. The planned upgrading of the Kinsale Road interchange and the longer term proposal to upgrade the airport road to dual carriage-way will considerably improve access to the airport. The proposed bus priority route along the South City Link Road and onwards along the Kinsale Road to the airport will improve the efficiency of bus transport to the airport and will be implemented during the period of the Plan.

POLICY **T14**

Cork Airport
To seek to improve transport links between Cork City and Cork Airport, recognising the crucial role that the airport plays in the development of the City and region.