

# National Mobility Hubs Pilot – Cork

Part 8 Report

National Transport Authority  
Cork City Council

Project number: 60686415

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## Executive Summary

This Part 8 Planning Report has been prepared in accordance with the Planning and Development Regulations 2001 (as amended) for the proposal of six mobility hubs as part of the National Mobility Hubs Pilot (NMHP) in Cork City Council. The project forms part a wider national pilot being delivered by the Department of Transport (DoT) and the National Transport Authority (NTA) in partnership with five local authorities.

### Need for the Project

The NMHP aims to accelerate the transition towards sustainable, shared, and integrated transport across Ireland by providing convenient access to shared mobility options, thereby supporting modal shift, reducing reliance on private cars and enhancing first/last-mile connectivity.

In Cork City, mobility hubs have been strategically located to maximise accessibility, visibility and integration with the existing transport network while minimising environmental and infrastructural impacts. Sites have been selected to utilise existing car parks or existing parking bays, avoiding land acquisition and minimising disruption.

### Proposed Development Overview

This Part 8 application covers six mobility hub sites within Cork City council. These represent the portion of the NMHP network located on public lands; a further set of six Private mobility hubs will be progressed through a separate Part 8 process once land agreements are finalised.

The proposed works include:

- EV charging station (max 2 x 22kw plugs) and associated ducting to facilitate EV car sharing.
- Information poles and wayfinding;
- Footpath upgrades and dropped kerbs;
- Localised pavement and earthworks, where required; and

The proposed layouts align with the Design Manual for Urban Roads and Streets (DMURS), and ZEVI's Universal Design Guidelines for Electric Vehicle Charging Infrastructure.

In Cork, the NMHP will provide EV car share only at the mobility hub sites. Micromobility (e-bikes and e-scooters) will be provided through a separate project – TFI Regional Bike Scheme adjacent to some of the mobility hub sites. Both projects will complement one another.

### Policy Alignment

The project supports European, national, regional and local policy objectives, including:

- Climate Action Plan 2025;
- National Sustainable Mobility Policy;
- Southern Regional Assembly Regional Spatial and Economic Strategy (RSES);
- Cork City Development Plan 2022-2028

The project contributes to compact growth, improved active and sustainable transport provision, and reduced dependence on private car trips.

## **Environmental Considerations and Screening**

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) screenings has been completed for the proposed development. Both screenings conclude that:

- The project does not require an Environmental Impact Assessment Report (EIAR); and
- The project does not require progression to Stage 2 Appropriate Assessment.

The scale and nature of works (largely comprising minor works within existing urban fabric) mean significant environmental effects are not anticipated.

## **Conclusion**

Subject to approval under Part 8, the Cork City Mobility Hubs Project will deliver a meaningful expansion of shared mobility options within the city, supporting sustainable travel behaviour, improving connectivity within Cork City, and contributing to local and national climate-action and mobility objectives.

## 1. Introduction

### 1.1 Background

AECOM, on behalf of Cork City Council, has prepared this Part 8 Report for six mobility hubs in Cork City as part of the wider National Mobility Hubs Pilot (NMHP). There are a total of 12 mobility hub sites across Cork City of which six are on Council-owned land and are included under this Part 8 application (Phase 1) which are seen in Figure 1. The remaining six private sites will be progressed through planning in a separate Part 8 (Phase 2). The phasing of the NMHP in Cork City is because the design details for the sites proposed on private land are still being developed and agreed with the landowners. The locations of the private sites are under development and are subject to engagement with the relevant landowners and design proposals. Further detail regarding how this is applied to the Environmental Impact Assessment and Appropriate Assessment Screening is in Section 7.

The Department of Transport (DoT) and the National Transport Authority (NTA) are working with five local authorities (Carlow, Cork City, Dún Laoghaire-Rathdown, Louth and Sligo) to deliver the NMHP.

This report and associated Preliminary Designs have been prepared in order to comply with Part 8 of the Local Government (Planning and Development) Regulations, 2001.

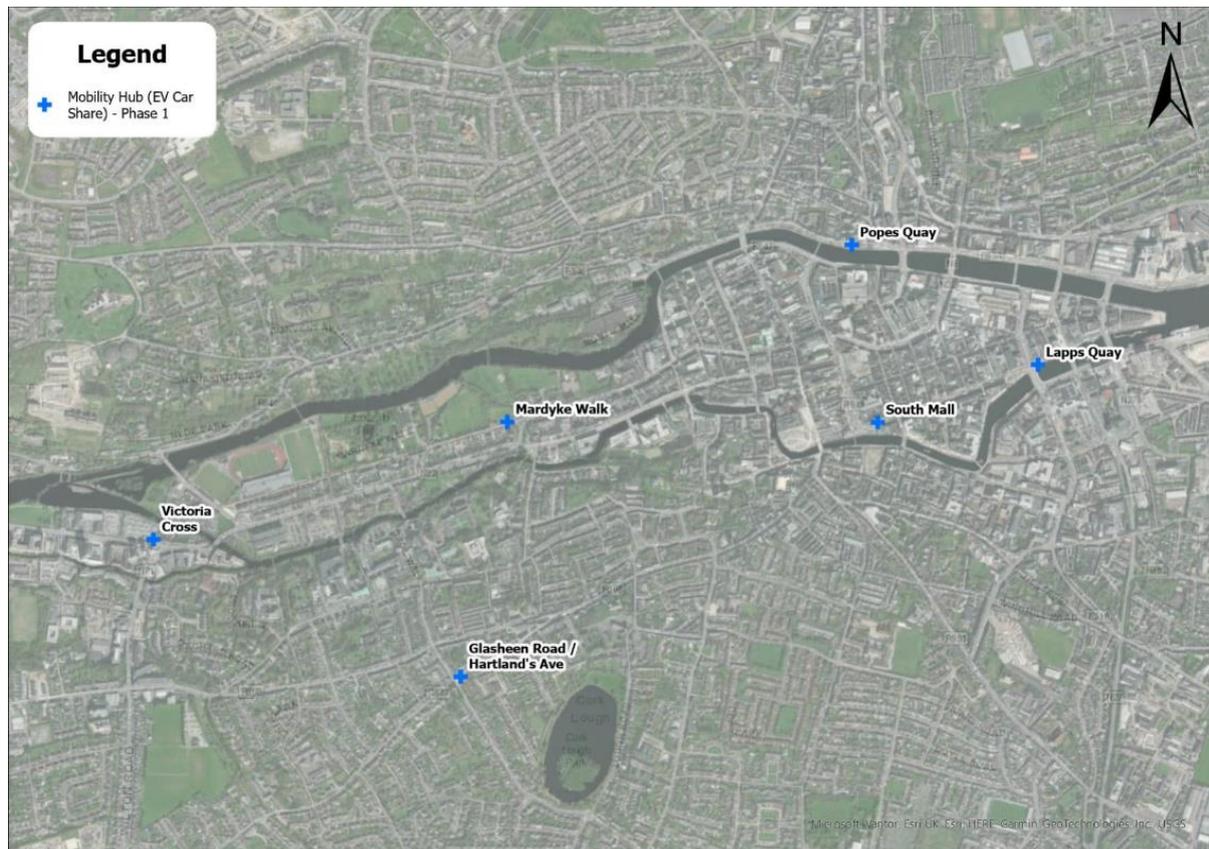


Figure 1 – Phase 1 Cork City Mobility hub locations

### 1.2 Overview

The NMHP aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland. It involves the establishment of mobility hub networks across five local authority areas; each tailored to its urban context and transport needs. Across the 5 local authorities, the mobility hubs will deliver convenient access to shared mobility services including e-bikes, e-scooters, EV car sharing, and e-cargo bikes. By positioning these Mobility Hubs within walking distance of where people live and work, the project supports short urban trips, first/last mile connectivity and aims to reduce the dependency on private car ownership.

In Cork, the NMHP will provide EV car share only at the mobility hub sites. Micromobility (e-bikes and e-scooters) will be provided through a separate project – TFI Regional Bike Scheme adjacent to some of the mobility hub sites. Both projects will complement one another.

### 1.3 Methodology

Three location types were identified for inclusion in the NMHP with the aim of testing the impact of mobility hubs in different urban settings, including areas of varying population size and density, varying levels of public transport coverage and pre-existing availability of shared mobility services. The types and resulting candidate areas are as follows in Table 1-1.

**Table 1-1 - Candidate locations and type of mobility hub**

<b>Greater Dublin Area</b>	to test mobility hubs in the capital, in an area with good access to public transport	Dún Laoghaire-Rathdown
<b>Regional City</b>	to test mobility hubs in an area with some experience of shared mobility e.g. TFI Bikes	A zone in Cork City
<b>Smaller Urban Area</b>	to test mobility hubs in an area with more limited public transport and experience of shared mobility	Dundalk Town Carlow Town Sligo Town



Figure 1-2: Map of Pilot Locations

The NMHP has a total of approximately 270 mobility hubs located across the five candidate areas. Working closely with Cork City Council, the following process was used to develop the networks:

- **Identification of Mobility Hubs with EV car share:** A desktop exercise was undertaken to identify potential sites for mobility hubs with EV car share, at key destinations that are likely to have high levels of demand, such as public transport nodes, tourist attractions, universities, etc. Then some EV car share sites were identified in more residential areas to target residential trips.
- **Desktop Analysis and Site Confirmation:** Desktop analysis of each of the identified sites, followed by on-site assessments, were undertaken to assess the technical feasibility of the proposed locations and their suitability for inclusion in the mobility hubs network.

#### 1.4 Mobility Hub Design Overview

Infrastructure features at each mobility hub in Cork will provide EV Car share facilities. The key components include; a branded information pole with customer service information and wayfinding information, EV charging infrastructure and associated ancillary works. Figure 1-3 below provides an artist's impression of a mobility hub layout.



Figure 1-3: Artist Impression of a Mobility Hub with EV charging

## 1.5 Part 8 Documents and Drawings

The following documents and drawings are included in the Part 8 submission for the Cork City Council Mobility Hub Project as part of the NMHP:

Table 1-2 Schedule of Part 8 Planning Documentation

Part 8 Document	Includes
<b>Part 8 Report</b>	General Arrangement Drawings Site Location Key Plan Drawing Site Location Plan Drawing EIA Screening Report AA Screening Report

## 1.6 Report Structure

Following this introductory chapter, the remainder of the report is as follows:

- **Chapter 2** – Describes the planning process applicable to the proposed mobility hub sites within Cork;
- **Chapter 3** – Presents the national, regional and local policy context relevant to the project;
- **Chapter 4** – Describes the existing conditions at the proposed mobility hub locations;
- **Chapter 5** – Provides an overview of the proposed development and associated engineering considerations for the sites;
- **Chapter 6** – Discusses the stakeholder engagement undertaken
- **Chapter 7** – Summarises the environmental screenings undertaken for the Proposed Development; and

- **Chapter 8** – Concludes the report and summarises the key findings.

## 1.7 Project Objectives

The following project objectives have been set for the project:



**1. Support climate change policy goals by reducing transport-related carbon emissions**



**2. Improve access to opportunities and services for those with limited transport choice/no access to a car**



**3. Improve health and wellbeing**



**4. Support effective land use, planning and placemaking**



**5. Build knowledge base to optimise delivery**

## 2. Planning Process

### 2.1 Part 8 Process

This section summarises the statutory Part 8 process that applies to Cork City Council as the consenting authority.

Cork City Council proposes to seek a Part 8 consent for Six Mobility Hub sites as part of the NMHP in Cork City. Section 179 of the Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by on or behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed development is covered under the above article.

Cork City Council will implement the statutory requirements for seeking approval under Part 8. These requirements include publishing a newspaper notice, erecting site notices, notifying and consulting with prescribed authorities, and making available documents for inspection by the public for a specified period (which will be not less than six weeks beginning on the day of publication of the newspaper notice).

During that period, the public will be able to make submissions to Cork City Council on the proposed development, dealing with the proper planning and sustainable development of the area. Those submissions in writing will be required to be made before a specified date (which will be not less than 2 weeks after the end of the period for inspection of the plans and particulars of the proposed development).

Within 8 weeks after the expiration of the prescribed period, the Chief Executive will prepare a report on the submissions etc and include a recommendation to the Elected Members on whether the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report or should not be proceeded with.

Within six weeks of receipt of the Chief Executive's report, Members will be required to consider the proposed development and the Chief Executive's report. Following the Members' consideration of the chief executive's report, the proposed development may then be carried out as recommended in the chief executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the chief executive's report, or decides not to proceed with the development.

For such a resolution to have effect it would be required to be passed not later than six weeks after receipt of the Chief Executive's report, and in the case of a resolution not to proceed with a proposed development, it shall state the reasons for such resolution.

#### 2.1.1 Site Notices

In accordance with Article 81 the Local Authority shall:

- Give notice of the proposed development in a newspaper;
- Erect site notices(s) on the land on which the proposed development would be situated.

Site notices will be erected in the study area for each site and will be maintained for the duration of the submission period

#### 2.1.2 Submission Process

Cork city Council is required to make full plans and particulars of the proposed development available for inspection. These will be made available at:

- Cork City Hall
- and online at: <https://www.corkcity.ie>

Submissions and observations can be made:

Online: via <https://consult.corkcity.ie/browse>

or

By post to:

Senior Executive Transport Officer

Strategic and Economic Development

City Hall,

Anglesea Street,

Cork,

T12 T997

Submission envelopes should be clearly marked:

“National Mobility Hub Pilot – Cork”.

All submissions must include a contact name and address. Submissions made as part of the Part 8 process are to be accessible upon request.

Any submissions or observations received by the Council will be considered in the Chief Executive’s Report, which is prepared and presented to the Elected Members. This report will summarise all submissions, address the issues raised, and set out the Chief Executive’s recommendation on whether the development should proceed as proposed or with modifications.

Following consideration of the report, the Elected Members will decide by resolution whether the proposed development is to proceed.

### 3. Policy Context

The NMHP will deliver on many European and national policy objectives, accelerating delivery of sustainable mobility and reducing emissions from transport, encouraging compact land use development and improving the connectivity of the transport network. The pilot will support progress towards climate change abatement policies and targets, in particular, the challenge set out in the Climate Action Plan 2025 (CAP25), for a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips. This includes a 50% increase in daily active travel journeys, a 130% increase in daily public transport journeys and 25% reduction in daily car journeys.

There is a specific national commitment to “establish mobility hubs in each local authority area, offering integrated transport services like bike and scooter sharing, EV charging, car sharing and carpooling”, in the Programme for Government (PfG, 2025). This highlights the scale of ambition and enthusiasm around the potential for mobility hubs to support delivery of the government’s targets across a range of areas, including emissions abatement. Implementing the mobility hub networks through this pilot will act as a blueprint for the future roll-out of similar projects nationally.

The Climate Action Fund is being resourced from the proceeds of levies paid on relevant disposals of petroleum products imposed by the National Oil Reserves Agency (NORA) Act 2007. The fund may be used to “support projects that seek to reduce, or support the reduction of, greenhouse gas emissions in the State”. The NMHP is considered to align well with this, given that it seeks to reduce transport related emissions by providing access to low carbon, shared transport modes across Ireland.

The table below outlines the key policy at the international, European, national, regional and local level that have been reviewed. Further details on how the proposed NMHP positively aligns and contributes towards these policy agendas is noted below.

**Table 3-1: Policy Reviewed for this Pilot**

<b>International Policy</b>
<ul style="list-style-type: none"> <li>• <b>2030 Agenda for Sustainable Development</b></li> </ul>
<b>European Policy</b>
<ul style="list-style-type: none"> <li>• <b>EU Green Deal (2020)</b></li> <li>• <b>EU Sustainable and Smart Mobility Strategy</b></li> </ul>
<b>National Policy</b>
<ul style="list-style-type: none"> <li>• <b>Climate Action Plan (2025)</b></li> <li>• <b>National Planning Framework 2040 (NPF) - First Revision</b></li> <li>• <b>National Development Plan 2021-2030 (NDP) and 2025 Review</b></li> <li>• <b>National Sustainable Mobility Policy (2022)</b></li> <li>• <b>National Investment Framework for Transport in Ireland (NIFTI) (2021)</b></li> <li>• <b>The EV Charging Infrastructure Strategy 2022 – 2025</b></li> <li>• <b>The EV Infrastructure Implementation Plan 2022 – 2025</b></li> <li>• <b>National Oil Reserves Agency Act 2007</b></li> <li>• <b>Shared Micromobility Services – Advice Note for Local Authorities 2024</b></li> <li>• <b>Programme for Government 2025</b></li> </ul>

<b>Regional Policy</b>
<ul style="list-style-type: none"> <li>• Southern Regional Assembly – Regional Spatial &amp; Economic Strategy</li> </ul>
<b>Local Policy</b>
<ul style="list-style-type: none"> <li>• Cork City Development Plan 2022–2028</li> <li>• Cork Metropolitan Area Transport Strategy 2040 (CMATS)</li> </ul>

### 3.1 International Policy

#### 3.1.1 2030 Agenda for Sustainable Development

The 2030 Agenda for Sustainable Development<sup>1</sup>, adopted by all United Nations (UN) Member States including Ireland in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its core are the 17 Sustainable Development Goals (SDGs), providing an international backdrop to inform national agendas and policies to 2030. There is significant alignment between the UN SDGs and Ireland’s national policies such as the Climate Action Plan’s (CAP24) ambitions and Project Ireland 2040 National Planning Framework National Strategic Outcomes (NSOs), outlined in the National Policy section, below. For example, SDG 11 Sustainable Cities and Communities aligns with NSO1 Compact Growth and NSO4 Sustainable Mobility. Similarly, SDG 13 Climate Action aligns with NSO8 Transition to a Low Carbon and Climate Resilient Society.



Figure 3-1 Sustainable Development Goals

The nationwide deployment of mobility hubs strongly aligns with several of the SDGs including:

- SDG 3. Good health and wellbeing;
- SDG 5. Gender equality (safety is frequently cited as a barrier to cycling by women);

<sup>1</sup> <https://sdgs.un.org/2030agenda>

- SDG 9. Industry, innovation, and infrastructure;
- SDG 10. Reduced inequalities (by providing high-quality linkages for non-car modes between settlements);
- SDG 11. Sustainable cities and communities; and
- SDG 13: Climate action.

## 3.2 European Policy

### 3.2.1 The European Green Deal (2020)

The European Green Deal<sup>2</sup> comprises a package of policy initiatives which aim to set the path to a green transition with the goal of reaching climate neutrality within the European Union by 2050. It provides a roadmap for making the EU's economy sustainable by turning climate and environmental challenges into opportunities across policy areas such as the efficient use of resources, circular economy as well as covering sectors such as transport, energy and construction.

There are several directives and regulations which inform the strategy for mobility hubs within the European Green Deal framework, including:

- The **'Fit for 55 Package'**<sup>3</sup> relates to the EU's target of reducing net greenhouse gas emissions by at least 55% by 2030. The package proposal introduces increased EU-wide reduction targets for 2030 and with the aim to make the EU climate-neutral by 2050. Under such targets it will no longer be possible to sell new vehicles with internal combustion engines in the EU;
- The **Alternative Fuels Infrastructure Regulation (AFIR)**<sup>4</sup> is a component of the 'Fit for 55' Package which outlines common technical specifications and requirements for EV infrastructure. Refuelling requirements will be mandated for the EU's transport corridor network, the Trans-European Transport Network (TEN-T). The AFIR will align targets for total publicly accessible charging power outputs and a framework which will specify national EV charge points targets for Ireland including types of charge points required and types of places they are to be located; and
- The **Renewable Energy Directive**<sup>5</sup> is a legal framework for the development of renewable energy across all sectors of the EU economy. The latest revision of The Renewable Energy Directive is expected to be adopted in 2023 which will include a focus on the capability of EV charging to contribute towards cleaner and more efficient energy systems.

### 3.2.2 EU Sustainable and Smart Mobility Strategy (2020)

The European Green Deal (2020) includes a target to reduce transport-related greenhouse gas emissions by 90% by 2050<sup>6</sup>. Central to achieving those targets is the EU Sustainable and Smart Mobility Strategy<sup>7</sup>, which sets the policy agenda for Europe's transition to a green, smart, and affordable transport system that aims to change the way people and goods move across the continent and deliver the required 90% reduction.

The Sustainable and Smart Mobility Strategy is structured around three key objectives centred on the European transport system, as follows:

- **Sustainable Mobility:** involving an irreversible shift to zero-emission mobility by making all transport modes more sustainable, ensuring wide availability of the most sustainable

<sup>2</sup> [EUR-Lex - 52019DC0640 - EN - EUR-Lex](#)

<sup>3</sup> [Fit for 55 - Consilium](#)

<sup>4</sup> [Alternative Fuels Infrastructure - Mobility and Transport](#)

<sup>5</sup> [Renewable Energy Directive](#)

<sup>6</sup> [EUR-Lex - 52020DC0789 - EN - EUR-Lex](#)

<sup>7</sup> [Opinion of the European Committee of the Regions — Sustainable and Smart Mobility Strategy](#)

options through a seamless multimodal system and giving users incentives to make sustainable choices;

- **Smart Mobility:** supporting sustainable choices by taking advantage of digitalisation and automation to achieve seamless, safe, and efficient connectivity; and
- **Resilient Mobility:** bouncing back from the COVID-19 pandemic by creating a Single European Transport Area that is affordable and accessible for all citizens and businesses with resilience against future crises and safety and security challenges.

Implementation of mobility hubs is in line with a key element of the strategy to make alternative sustainable mode choices available, as well as proposals to promote zero-emission mobility and to increase and improve infrastructure for walking and cycling.

### 3.3 National Policy

#### 3.3.1 Climate Action Plan 2025

The Climate Action Plan 2025 (CAP25)<sup>8</sup> is the third annual update to Ireland's Climate Action Plan 2019.

CAP25 sets a roadmap for taking decisive action to halve Ireland's emissions by 2030 and reach net zero no later than 2050. The targets are a key pillar of the Programme for Government, as follows:

- Reducing total vehicle kilometers: 20% reduction in total vehicle kilometres;
- Increasing daily Active travel Trips: 50% increase in daily active travel journeys by 2030;
- The '**Avoid, Shift, Improve**' approach prioritises sustainable mobility. As part of 'Improve', electrification has been identified as having a key role in **decarbonising transport** and offering a pathway to Ireland's zero emissions goals by 2050, while shared mobility, and specifically mobility hubs, is primarily a 'Shift' measure;
- **Active travel infrastructure** programmes will play a vital role to increase the scope for active travel including e-bikes and other forms of mobility which are expected to cater for a wider variety of users; and
- CAP25 continues to recognise **smart, shared and integrated mobility** as an important alternative to the private car. Such measures include shared mobility services such as car share clubs, e-scooter or bike-share schemes as well as other short-term rental or sharing models to increase the scope of micromobility travel options.

As part of the preparation of local authority Climate Action Plan's, local authorities across Ireland are required to identify and develop plans for a Decarbonising Zone (DZ) in their area. A key aspect of the DZ is to test, pilot and demonstrate decarbonising at local and community level and therefore the NMHP aligns strongly with the goal.

Through the Climate Action Plan, the Government has also adopted an overarching framework for policy development to define the Just Transition in Ireland, based on a principles-based approach that includes "an integrated, structured, and evidence-based approach to identify and plan our response to just transition requirements". By offering sustainable travel options for those with limited travel choices and/or no access to a car, mobility hubs offer an opportunity to reduce inequalities associated with reducing car dependence and facilitating viable alternative to private car access, supporting Just Transition objectives.

The Climate Action Plan 2025 Annex of Actions<sup>9</sup> includes an action to develop and publish Policy Statements on Mobility Hubs. This directly relates to this Mobility Hubs Pilot.

<sup>8</sup> [Climate Action Plan 2025](#)

<sup>9</sup> [DECC Climate Action Plan 2025 Annex of Actions - Final Web.pdf](#)

### 3.3.2 Project Ireland 2040 – the National Planning Framework: First Revision

Project Ireland 2040 sets out the long-term spatial strategy for Ireland, focusing on compact growth, sustainable transport, regional accessibility, and climate resilience. The Framework emphasises the need for well-connected places that support walking, cycling and other low-carbon transport options. The 2025 revision reinforces these priorities in light of population growth and national climate targets.

The NMHP supports key National Strategic Outcomes, including:

- **NSO 2:** Enhanced Regional Accessibility;
- **NSO 5:** Sustainable Mobility; and
- **NSO 8:** Transition to a Carbon Neutral and Climate Resilient Society.

By improving access to shared mobility and reducing reliance on private cars, the NMHP aligns directly with the NPF’s objectives for compact, sustainable, climate-aligned development.



Figure 3-2: National Strategic Outcomes from Project Ireland 2040 – National Planning Framework (First Revision, 2025)

### 3.3.3 National Development Plan (NDP) 2021–2030 (2025 Review)

The National Development Plan sets out Ireland’s capital investment priorities to 2030, with a strong focus on climate action and expanding sustainable mobility options. The 2025 review increases funding for walking, cycling, public transport and EV infrastructure, including significant annual investment in active travel and national EV charging networks.

The pilot directly supports NDP priorities by:

- Expanding shared mobility options;

- Providing EV car-share infrastructure;
- Enabling modal shift away from private car use; and
- Supporting sustainable travel in regional and rural areas.

### 3.3.4 National Sustainable Mobility Policy

The National Sustainable Mobility Policy (NSMP) provides the strategic framework for improving active travel, shared mobility and public transport in Ireland. It sets out actions to expand safe, accessible and low-carbon travel options and supports national targets to reduce emissions from transport.

The policy is supported by an Action Plan to 2025, which includes measures to increase daily active travel and public transport journeys, improve infrastructure for walking and cycling, and encourage behaviour change to reduce car dependency. Updated climate targets aim to increase daily Active Travel journeys by 50% and Public Transport journeys by 130% by 2030, compared to 2018 levels.

The NSMP promotes the creation of sustainable, well-connected places where people can choose active and shared mobility over private car use. Mobility hubs directly support several NSMP principles and goals by:

- expanding access to shared mobility such as e-bikes, e-scooters and shared EVs;
- improving first/last-mile connections to public transport;
- providing safe, accessible infrastructure aligned with national design standards; and
- supporting behaviour change towards low-carbon travel.

The policy also recognises the role of shared mobility in reducing emissions and supporting Ireland's electrification strategy, making the NMHP consistent with its long-term objectives.

**Table 3-2: National Sustainable Mobility Policy Principles and Goals**

Principle	Goals
<b>Safe and Green Mobility</b>	<ul style="list-style-type: none"> <li>• Improve mobility safety</li> <li>• Decarbonise public transport</li> <li>• Expand availability of sustainable mobility in metropolitan areas</li> <li>• Expand availability of sustainable mobility in regional and rural areas</li> <li>• Encourage people to choose sustainable mobility over the private car</li> </ul>
<b>People Focused Mobility</b>	<ul style="list-style-type: none"> <li>• Take a whole-of-journey approach to mobility, promoting inclusive access for all</li> <li>• Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model</li> <li>• Promote sustainable mobility through research and citizen engagement</li> </ul>
<b>Better Integrated Mobility</b>	<ul style="list-style-type: none"> <li>• Better integrate land use and transport planning at all levels</li> <li>• Promote smart and integrated mobility through innovative technologies and development of appropriate regulation</li> </ul>

### 3.3.5 National Investment Framework for Transport in Ireland (NIFTI, 2021)

The National Investment Framework for Transport in Ireland (NIFTI) provides the strategic basis for future land transport investment<sup>10</sup>. It supports the delivery of Project Ireland 2040 by guiding investment towards solutions that are sustainable, accessible and aligned with national climate objectives.

<sup>10</sup> [national-investment-framework-for-transport-in-ireland-e0da00c5-441f-44bd-955c-a4bcdac.pdf](https://www.nra.ie/sites/default/files/2021-04/national-investment-framework-for-transport-in-ireland-e0da00c5-441f-44bd-955c-a4bcdac.pdf)

NIFTI identifies four key investment priorities:

- Decarbonisation;
- Mobility of People and Goods in Urban Areas;
- Protection and Renewal of existing assets; and
- Enhanced Regional and Rural Connectivity.



Figure 3-3 NIFTI Investment Priorities

All proposed transport projects must align with at least one of these priorities, and NIFTI emphasises a modal hierarchy, shown in Figure 3-4, that prioritises active travel and public transport, followed by private vehicles, along with an intervention hierarchy that prioritises maintaining and optimising existing assets before new infrastructure is developed.

The pilot strongly aligns with NIFTI by:

- Supporting decarbonisation through expanded shared mobility options;
- Improving urban mobility and first/last-mile connectivity;
- Providing infrastructure that prioritises active travel and public/shared transport over private car use;
- Integrating EV car-sharing and national charging network objectives; and
- Delivering sustainable travel choices that meet NIFTI's "accessible by design" principles.

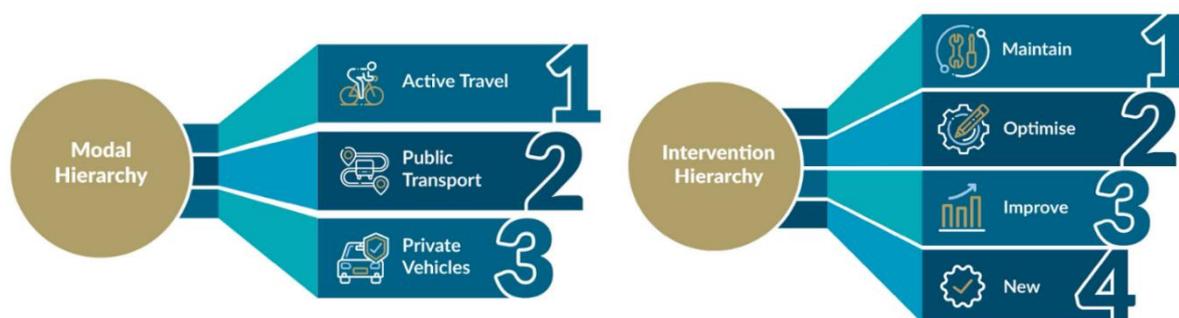


Figure 3-4: NIFTI Modal and Intervention Hierarchy

### 3.3.6 The EV Charging Infrastructure Strategy 2022 – 2025

This Strategy<sup>11</sup> presents an ambitious pathway and practical steps to deliver a national EV charging network, outlining that €100 million will be spent on public charging infrastructure between 2022 and 2025 with the ambition to deliver a national EV charging network on Ireland's motorway network, at home/apartment charging, residential neighbourhood charging, destination charging and enroute charging. Of particular note:

- The Strategy aims to assure private vehicle users that switching to an EV will be feasible and is supported by national policy. As currently 80% of EV charging takes place at home, particular focus is given to the provision of EV charging options for those who cannot charge at home— mobility hubs will play an integral part to the provision of public EV infrastructure;
- ZEVI is pursuing several strategies for destination charging schemes including a visitor sites scheme, sports centre scheme, community centre scheme and car clubs;
- The Strategy emphasises the role local authorities will need to take to embrace mobility hubs where people can charge their own cars, e-bikes, scooters and use shared EV infrastructure.

### 3.3.7 The EV Infrastructure Implementation Plan 2022 – 2025

The EV Infrastructure Implementation Plan<sup>12</sup> sets out the national programme for expanding Ireland's public EV charging network. It includes actions led by Zero Emission Vehicles Ireland (ZEVI) to support charging infrastructure for shared EV car clubs and community e-mobility hubs.

The Plan highlights the need for accessible, publicly available charging to support shared EV use. Mobility hubs contribute directly to this by providing shared EV car-share bays and associated charging infrastructure, helping to accelerate Ireland's transition to low-carbon transport.

### 3.3.8 National Oil Reserves Agency Act 2007

The National Oil Reserves Agency Act 2007 (NORA) imposes a levy on relevant disposals of petroleum products. The proceeds of the levy paid are used to resource the Climate Action Fund. At the discretion of the Minister, funds from the Climate Action Fund may be used to fund projects that are considered appropriate. One such use considered appropriate is to support projects that seek to reduce, or support the reduction of, greenhouse gas emissions in the State. Mobility hubs would align with this given that they seek to reduce transport related emissions by providing access to low carbon travel alternatives.

<sup>11</sup> [Electric Vehicle Charging Infrastructure Strategy 2022 - 2025 - https://www.gov.ie/pdf/?file=https://assets.gov.ie/245072/25e5d45b-fca1-48b6-ae94-bd9ff8595759.pdf#page=null](https://www.gov.ie/pdf/?file=https://assets.gov.ie/245072/25e5d45b-fca1-48b6-ae94-bd9ff8595759.pdf#page=null)

<sup>12</sup> [The Electric Vehicle Infrastructure Implementation Plan 2022 – 2025 - https://www.gov.ie/pdf/?file=https://assets.gov.ie/245067/42bae430-662f-40e0-9a09-09bcb804db22.pdf#page=null](https://www.gov.ie/pdf/?file=https://assets.gov.ie/245067/42bae430-662f-40e0-9a09-09bcb804db22.pdf#page=null)

### **3.3.9 Shared Micromobility Services - Advice Note for Local Authorities 2024**

This note acts as a first point of call for local authorities in terms of the provision, preparation and operation of shared mobility services. The note describes the regulatory provisions and requirements for a shared mobility business to operate and details how Local Authorities have the power to regulate and provide licenses or permits to shared mobility service operators and how the recent change in the Road Traffic and Roads Act 2023 accommodates a new form of transport on Irish roads, Powered Personal Transporters, of which e-scooters are classed.

The NMHP has been developed mindful of the guidance provided in terms of best practice in relation to the operation of a shared mobility scheme.

### **3.3.10 Programme for Government 2025**

The 2025 Programme for Government includes a commitment to “establish mobility hubs in each local authority area, offering integrated transport services like bike and scooter sharing, EV charging, car sharing and car-pooling.” This highlights the scale of ambition and enthusiasm around the potential for mobility hubs to support delivery of the governments targets across a range of areas, including emissions abatement. Implementation of the mobility hub networks developed through this project will act as a blueprint for the future roll-out of mobility hubs across the country.

## **3.4 Regional Policy**

### **3.4.1 Southern Regional Assembly – Regional Spatial & Economic Strategy 2020–2032**

The Southern Regional Assembly’s Regional Spatial and Economic Strategy (RSES) provides the strategic planning and investment framework for the Southern Region, which includes Cork City. The RSES promotes compact growth, sustainable mobility, and enhanced regional connectivity, with a strong emphasis on reducing car dependency through improved active travel and public transport networks.

The Strategy supports the development of mobility initiatives that encourage modal shift, facilitate first- and last-mile journeys, and improve access to local services and employment. Mobility hubs align with these objectives by expanding access to shared mobility options, supporting integration with public transport, and offering a wider range of sustainable travel choices for residents.

## **3.5 Local Policy**

### **3.5.1 Cork City Development Plan 2022–2028**

The Cork City Development Plan (CDP) sets out the statutory framework for spatial planning and development across the local authority area. Key priorities include: compact growth, regeneration of urban centres, enhanced placemaking, and a strong shift towards sustainable mobility. The CDP promotes walking, cycling, and public transport as preferred modes and supports investment in infrastructure that reduces car dependency and improves accessibility for all.

The mobility hubs proposed in Cork City as part of the NMHP aligns with the CDP by improving local transport choices, supporting compact settlement patterns, and providing shared mobility services that reduce reliance on private cars. The NMHP also enhance first- and last-mile connectivity to local services, public transport, and employment areas, supporting the county’s climate action, accessibility and sustainable transport objectives.

### **3.5.2 Cork Metropolitan Area Transport Strategy 2040 (CMATS)**

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) supports car sharing and car clubs as part of its wider strategy to reduce reliance on private car ownership and promote

more sustainable travel patterns. Car share are recognised alongside bike sharing, improved public transport, and enhanced walking and cycling infrastructure as components of an integrated transport system. CMATS highlights the importance of providing a range of mobility options that allow people to access a car when needed without having to own one, thereby helping to reduce overall vehicle numbers and parking demand.

The strategy also links shared mobility to the development of integrated transport and mobility hubs, where services such as public transport, cycling facilities, and potentially car club vehicles can be co-located to support seamless journeys. In this context, car sharing is positioned as a complementary measure that supports modal shift, more efficient land use, and travel behaviour change, contributing to the overall objective of creating a more sustainable and less car-dependent metropolitan area by 2040.

## 4. Existing Conditions

### 4.1 Existing Streets and Urban Realm

The proposed Mobility Hub locations in Cork City are accommodated within existing parking infrastructure, either in established car parks or within designated on-street parking bays.

The distribution of site types is as follows:

- Three sites are located within car parks;
- Three sites are located on road within existing parking bays

Existing trees will be retained in place, and planted areas will be preserved where feasible.

### 4.2 Surveys

Desktop studies were undertaken when identifying suitable sites for the mobility hubs project. This included reviewing existing conditions and existing and proposed active travel and public transport connections.

Site visits and site surveys were subsequently undertaken for each of these sites to assess existing conditions and constraints and determine their viability as Mobility Hub locations. This included reviewing some of the following: existing lighting, site dimensions, proximity to trip generators, existing vegetation, pavement condition, existing utilities observed on site access and visibility of site.

The EIA Screening notes one mobility hub site is within sites and monuments record zone of interest and notes relevant mitigations for the proposed works at these sites.

## 5. Proposed Development

### 5.1 Preliminary Design

AECOM has prepared a General Arrangement drawing for each of the six Mobility Hub sites in Cork City included in this Part 8. These drawings should be read in conjunction with this section of the report. The General Arrangement drawings are provided in Appendix A.

The proposed mobility hub sites comprise a range of existing urban conditions as noted in Section 4 and have been selected to maximise accessibility, visibility and integration with existing transport networks.

Across the six sites, the proposed works include the installation of:

- 1 no. EV charging station (max 2 x 22kw plugs) per site;
- 1no. mini pillar;
- Associated ducting and utilities required for the infrastructure outlined;
- Information poles and other traffic signs;
- Dropped kerbs, pavement and small sections of footpath are required;
- Road markings and kerb treatments where necessary to demarcate the mobility area; and
- Any required ancillary works.

All works are designed to integrate into the existing streetscape using conventional street-furniture-type components. No tree removal is anticipated, and planted areas will be retained where feasible. The overall footprint of the mobility hub sites in Cork City is approximately 0.13 hectares.

A map of the Cork City Council Part 8 site locations is provided in Figure 5-1, and a list of the sites locations and drawing name is provided in Table 5-1.

A typical artist's impression of a mobility hub layout is presented in Figure 1-3.

Preliminary Designs for each site are included in Appendix A of this report. All layouts and details are indicative and may be subject to change during the detailed design phase.

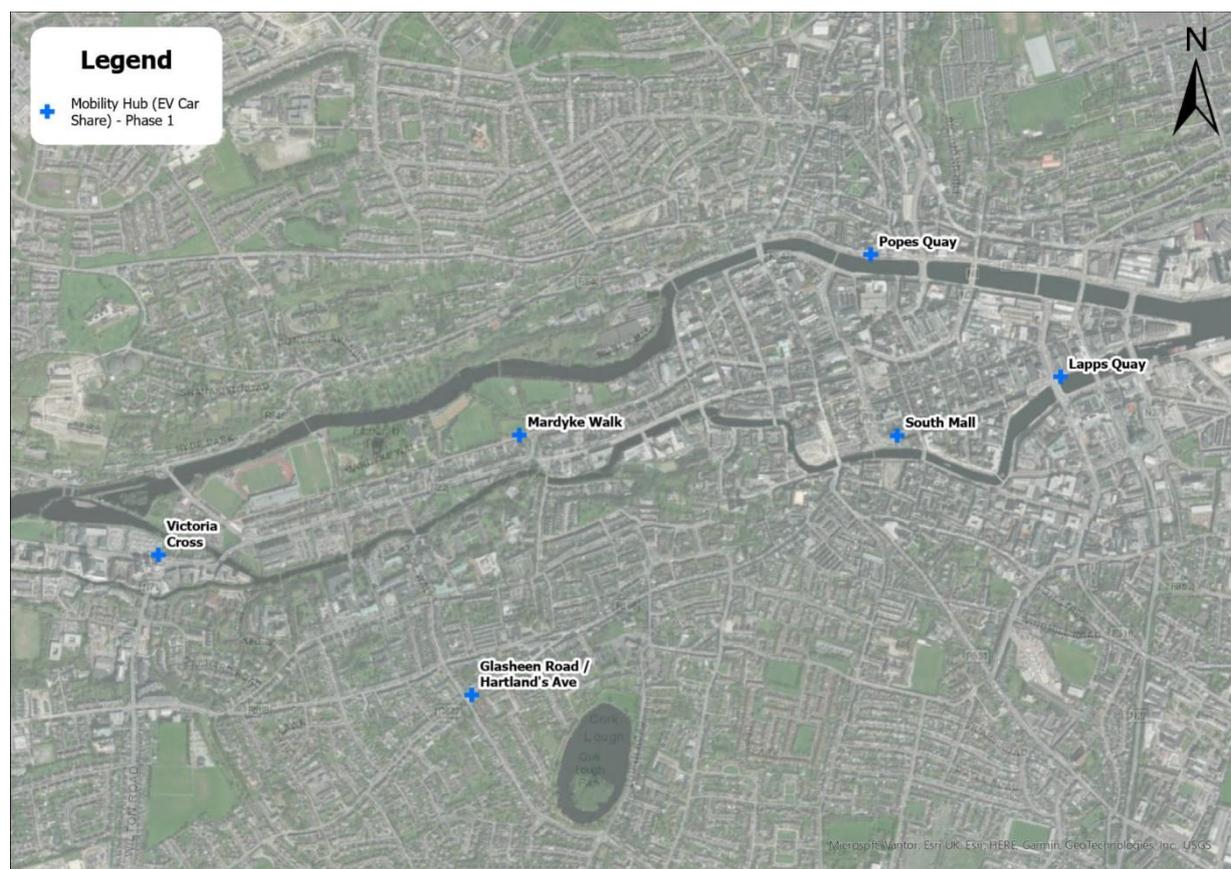


Figure 5-1: Cork City Council Mobility Hub Locations

Table 5-1 Proposed Mobility Hub Locations

Site ID	Proposed Location	Drawing Number	Latitude	Longitude
17	Lapps Quay	60686415-ACM-GEO_GA-18-017-DR-CR-0001	51.898104	-8.46580636
22	Victoria Cross	60686415-ACM-GEO_GA-18-022-DR-CR-0001	51.893076	-8.505424
62	Mardyke Walk	60686415-ACM-GEO_GA-18-062-DR-CR-0001	51.896301	-8.48999
63	South Mall	60686415-ACM-GEO_GA-18-063-DR-CR-0001	51.896289	-8.473653
64	Popes Quay	60686415-ACM-GEO_GA-18-064-DR-CR-0001	51.901154	-8.474796
66	Glasheen Road / Hartland's Ave	60686415-ACM-GEO_GA-18-066-DR-CR-0001	51.889353	-8.492059

Figure 5-2 below shows a typical cross section of a Mobility Hub for EV Car Share using existing parking bays.

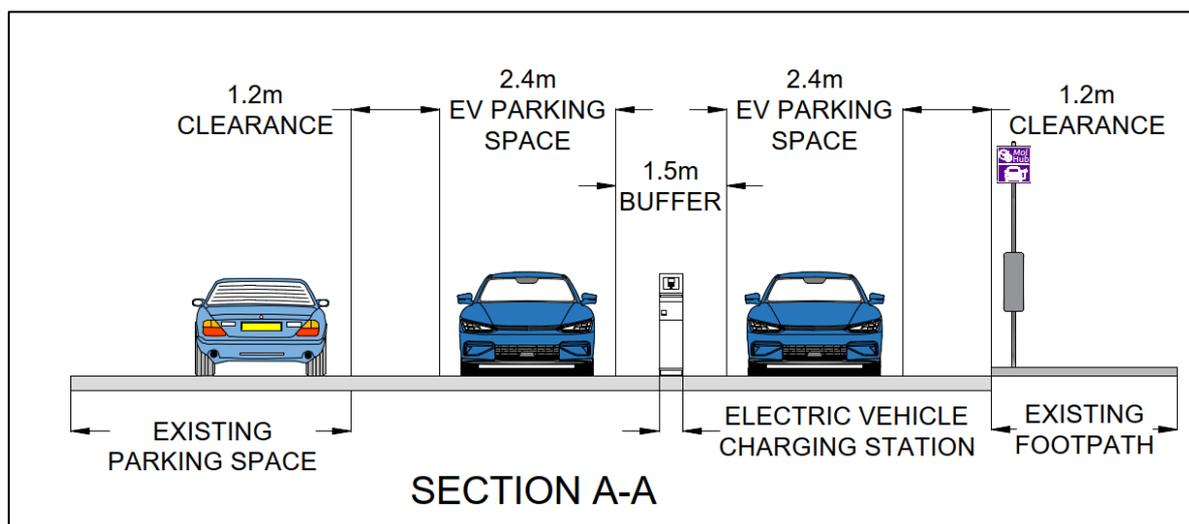


Figure 5-2: Typical Cross Section of a Mobility Hub providing EV Car Share

## 5.2 Engineering Overview

### 5.2.1 Drainage

Where possible, the preliminary designs have no impact on the existing drainage thus requiring no changes to the existing drainage system. The project proposes to maintain existing gullies at each site. Further detail on drainage design will be developed during detailed design.

### 5.2.2 Pavement, Kerbs and Footways

Proposed traffic islands have been included in on road and car park mobility hub locations to separate and protect the mobility hub infrastructure from moving vehicles.

Dropped kerbs have been proposed to provide improved accessibility for users to access the mobility hub sites from the footpath to the carriageway/ car park.

Rubber kerbs are proposed between the EV car share bays and the EV charging stations to prevent the EVs from driving into the charging stations.

The EV bays will be denoted with a green coloured surface material.

### 5.2.3 Vehicle Swept Paths

Vehicle swept paths have been undertaken for the EV car share bays to assess that they will be safely used by the vehicles that will be stationed at them.

### 5.2.4 Existing Utilities

Where an EV charging station and mini pillar are proposed, associated ducting to connect the mini pillar to the charging station and to the power supply will be required. The exact location and length of this ducting is currently unknown and is subject to liaison with ESB during the next phase of design.

### 5.2.5 Traffic Signs and Road Markings

Green coloured road markings will be used to denote the location of a mobility hub. The EV car share bays will be marked with white hatched road markings in line with the ZEV (Zero Emission Vehicles Ireland) Universal Design Guidelines and they will have "CAR SHARE" displayed along the bay, in accordance with the Traffic Signs Manual (2025).

Each Mobility Hub will have an information pole displaying the shared mobility modes available at the specific Mobility Hub. This sign is subject to further design development.

Bollards are proposed across many of the mobility hub locations primarily on traffic islands or in front of the EV charging infrastructure to ensure vehicles do not hit the EV charging station.

Other traffic signs and road markings will be reviewed and confirmed as part of the detail design package, and they will be designed in compliance with the Traffic Signs Manual (2025).

### **5.2.6 Lighting**

There are no proposed changes to public lighting across all of the mobility hubs sites. All proposed locations are existing lighting. Any additional lighting requirements will be considered at detailed design.

### **5.2.7 Landscape and public realm**

Existing trees are to be retained across all mobility hub sites. Preliminary designs have been developed to avoid works within the Root Protection Zones (RPZs) of existing trees and to avoid tree removal and to minimise any impact on established vegetation.

### **5.2.8 Design Guidance**

The preliminary design for the NMHP has been informed by the following design guidance and standards:

- NTA Cycle Design Manual 2023;
- Design Manual for Urban Streets; and
- ZEVI's Universal Design Guidelines for EV charging infrastructure.

## 6. Stakeholder Engagement

Stakeholder Engagement has been carried out throughout the National Mobility Hub Pilot to help inform the selection of site locations in each of the local authority areas and to support design development. This has helped ensure the project aligns with national and local standards while addressing the needs of the community.

Some of the key stakeholder engagement that has taken place is noted below:

- **Department of Transport:** The Department of Transport have shared feedback during concept and preliminary designs through regular meetings. Meetings have been held with the Zero Emission Vehicle Ireland office within the Department of Transport. They have provided useful feedback on the design of EV car share bays for the NMHP.
- **NTA:** The NTA have provided design feedback on the mobility hub sites in Cork City as they have progressed through preliminary design. Additionally, an engagement session was held with the NTA's Transport User Group to gain insight into how to make the design layouts more accessible for everyone.
- **Implementation Group:** The NMHP set up an Implementation group comprising of senior local authority representatives from the 5 pilot areas. This group has provided feedback on site locations and design development as the project has developed and has facilitated sharing of best practice.
- **Stakeholder Workshop:** A stakeholder workshop was held on 19<sup>th</sup> June 2025 to raise awareness of the pilot and seek feedback from stakeholders on the approach to delivery of the pilot and gain feedback on design layouts. Approximately 55 stakeholders attended the workshop including representatives from National Government, local authorities, micromobility and car share operators, EV charging operators and providers, Disabled Person Organisations and a range of other organisations. Findings from this workshop have been fed into the preliminary designs.

## 7. Summary of Environmental Appraisal of the Scheme

An EIA and AA Screening Report was carried out for the proposed development. They focus on Phase 1 of the NMHP in Cork City with future phases (Phase 2) to be assessed in subsequent EIA and AA Screenings as more information becomes available. A worst-case scenario approach has been adopted in the EIA/AA Screening reports for Phase 1 to preliminarily identify potential impacts and outline broad mitigation. The cumulative impacts of the NMHP network in Cork City including future phases, have been considered to the extent possible based on the available information. The Phase 2 EIA and AA Screenings reports will assess the cumulative impacts of the network further once designs are developed for all sites.

It should be noted that both phases of the NMHP in Cork City are functionally independent, with each phase capable of functioning on their own and does not require the entire overall project to be complete to allow them to function.

### 7.1 Appropriate Assessment Screening

The Appropriate Assessment Screening was undertaken by AECOM on behalf of the NTA and Cork City Council and can be found in Appendix B. This report concluded that there was no requirement to proceed to the next step of Appropriate Assessment.

### 7.2 Environmental Impact Assessment Screening

The Environmental Impact Assessment Screening was undertaken by AECOM on behalf of NTA and Cork City Council and can be found in Appendix C. This report concluded that there is no need for the preparation of an Environmental Impact Assessment Report (EIAR) as part of the proposed scheme.

## 8. Conclusion

The National Mobility Hubs Pilot – Cork City will provide improved access to shared mobility services across Cork City, especially for those with limited transport options. The project will encourage people to choose more sustainable travel choices.

The NMHP aligns well with sustainability, active travel and climate change policy goals at a national, regional and local level as outlined in this report.

Following a review of the existing conditions, constraints and alternative options, Preliminary designs for the Mobility Hub locations are shown in Appendix A. The development and preliminary design has been undertaken in accordance with the relevant design standards.

A review and assessment of potential impacts of the proposed development was carried out, including both EIA and AA screening reports, which concluded that there is no requirement to proceed to the next step of Appropriate Assessment or to prepare an Environmental Impact Assessment Report (EIAR) for the proposed scheme.

## Appendix A – General Arrangements

## Appendix B – Appropriate Assessment Screening Report

# Appendix C – Environmental Impact Assessment Screening Report