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**Údar:** Cork Chamber

**Stádas:** Submitted

**Aighneacht:**

Cork City Development Plan 2022 - 2028, Cork Chamber  
Submission

**Comhairliúchán:**

Draft Cork City Development Plan 2022-2028

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## Strategic Objectives 4: Climate and Environment

**Caibidil:** Volume 1 - Written Statement» 5. Climate Change and  
Environment

It is positive to see a willingness to support and surpass the implementation of international policy and national legislation on climate change in the Draft City Development Plan. Cork must emerge as a leader in this sphere if it is to distinguish itself as one of Ireland's and Europe's major cities. It is an uncomfortable fact that climate adaptation measures are already required today, but by taking a proactive approach there can be every reason for positivity. It is reputationally critical.

Cork city has been the victim of the effects of climate change in recent years with businesses and homes in the city centre severely impacted by recurring flooding events. The Lower Lee Flood Relief project aims to alleviate flooding in the city and is an essential adaptation measure. The works at Morrisons's Island are critical not only to flooding but to the adjacent public realm which is so poorly used at present. Resilience building is ever more a necessary undertaking and a prudent approach to negating economic loss and to ensuring the sustainability of communities and safety of citizens. While efforts are ongoing to address climate change and the Government has committed to a 51% reduction in carbon emissions by 2030 and net zero by 2050, Ireland can still expect effects from the damage that has already been caused. The City Development Plan offers a real opportunity for progress in the coming years and particularly in the areas of adaptation. Therefore, interventions such as the Lower Lee Flood Relief Scheme must be supported and progressed with urgency.

Cork Chamber welcomes plans to identify and implement a *Decarbonising Zone* within the city through engagement with local communities and other relevant stakeholders. In addition to methods such as public transport, cycling and walking all other sustainable modes of sustainable transport must be supported. Transport emissions are the number two contributor to Ireland's overall GHG emissions and we need to continue our efforts to transition our public vehicles to more sustainable sources of fuel such as electricity and hydrogen. The plan should provide for hydrogen refuelling stations for buses as well as the steady roll out of electrical car charge points throughout the City region.

At a point nearing full implementation of CMATS an analysis of congestion charges should be undertaken, and if deemed appropriate trialled in the designed pilot decarbonising zone. Many cities have had success with the implementation of these charges despite controversy surrounding their introduction. In Stockholm, for example, these types of charges were introduced on a permanent basis in 2007 and there is evidence they have contributed to an increase in the sale of more environmentally friendly vehicles as 'alternative fuel cars were exempt until 2012'[1].

[1] <https://www.itf-oecd.org/sites/default/files/docs/swedish-congestion-charges.pdf>

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**Ceangaltáin:**

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