

28 April 2022

Cork City Council
City Development Plan 2022-2028
Planning Policy Unit
City Hall
Cork

Submitted by e-mail

Cork City Development Plan 2022-2028
Public Consultation on Proposed Amendments (April 2022)
Transport and Mobility

Dear Sir or Madam,

Thank you for providing the opportunity to feed into the consultation process of the Cork City Development Plan 2022-2028. We also refer to our submission on the Draft City Development Plan in October 2021.

University College Cork (UCC) with its circa 23,000 students and 3,200 staff is the largest third level educational institution in Munster, one of the largest employers in Cork City, and subsequently one of the largest trip generators in the city.

UCC is the 'World's First Green Campus', having been awarded the Green Flag (FEE) for the first third level campus in 2010. The University is committed to promoting all forms of sustainability in all its operations, based on our Sustainability Strategy 2016. Sustainable forms of commuting for staff and students are one important element of this strategy. In 2018, 20% of the University's carbon footprint came from staff (5%) and student (15%) commutes. Further, UCC is a designated Health Promoting University, and the positive effects of active travel on public health are recognised in our Commuter Plan 2018-23.

Responding to the public consultation on the proposed amendments to the Draft City Development Plan (CDP) from a **Transport and Commuting perspective**, we will primarily concentrate on Chapter 4 (Transport and Mobility).

In general, we welcome the **proposed amendments in Chapter 4** as they all point in the right direction and will help strengthen the case for a strong support for sustainable and active travel in the city in general and hence to and from UCC's campus locations.

Mark Poland BE, MEngSc, DipMechEng,
HDipMgtMktg, CEng, FIEI
Director of Buildings and Estates

Tim Cronin BE, CEng, FIEI
Capital Projects Officer

Paul Prendergast BE, CEng, MIEI
Buildings Officer

Pat Cotter DipYCW, MSOCSC
General Services Officer

Eamonn Connaughton BTEch, HDip H&S, MIEI
Facilities Manager

Niamh McGettrick BA(Hons), HDipPM; MBA
Administrative Manager

Ollscoil na hÉireann, Corcaigh
National University of Ireland, Cork



University College Cork, Ireland
Coláiste na hOllscoile Corcaigh

**Oifig na bhFoirgneamh agus
na nEastát**
Buildings and Estates Office

University College Cork,
Cork, Ireland

T +353 (0)21 4903000
www.ucc.ie/en/build

We are particularly supportive of the following proposed amendments:

1.86-1.88 We are pleased to see that as an outcome of CMATS, the modal share of cycling within the City proper is now expected to rise to 10%. This is a strong statement that reflects the large potential that we see for cycling in Cork City and gives a figure for the City proper, while previous figures in CMATS (4%) referred to the Cork Metropolitan Area. However, we note that Table 4.1 needs to be revised and the mode share for other travel modes adjusted to the new 10% figure for cycling. In this sense, the amendment is still incomplete. The same applies to the trip numbers given in section 4.5.

It must be noted, however, that this expected modal share for cycling is still very modest, given that a 10% modal share for cycling had already been the target for 2020 (national average, National Cycle Policy Framework 2009), and CMATS' horizon is 2040, which is far longer than the lifetime of the CDP 2022-28. For the last 10 years, cycling has had a modal share of 10% and more for UCC staff's commute.

The explicit mentioning of the reduction of car journeys (1.88) is strongly supported, as this will be the essential requirement for a substantial modal shift to cycling and public transport.

1.90 We welcome the clarification of the character of CMATS as a 'live' document.

1.91 We fully support the strong emphasis that is put on the Safe Routes to School programme, and the explicit reference to 30km/h zones in the vicinity to schools. This is a strong signal to increase the share of children walking and cycling to schools, and increasingly doing so independently. This will also have a positive knock-on effect on many of our staff member's (parents) options to get to work by means of active and sustainable travel. The general traffic calming effect will improve conditions for active travel in the City and to UCC Campus in general.

1.92 We support the reference to forthcoming recommendations from the BusConnects project to be reflected in the CDP as they arise. We see BusConnects as the crucial part in CMATS, as only a dramatically improved public transport system will keep the city accessible for all and can adequately contribute to meeting carbon emission reduction targets from the transport sector. Its full implementation, including changes in road layouts locally, is vital to achieve the outcomes needed for the entire city.

1.93 We welcome the added text to paragraph 4.62, as it will secure the targeted development of the future LRT corridor which will eventually result in the realisation of the Light Rail, providing direct connection from UCC to other parts of the city at a new quality level.

1.101 We support the added reference in Objective 4.4 to the 15-Minute City concept with walkable neighbourhoods and the related improvements to the City's active travel infrastructure. Reduction of daily distances to be travelled is the key to promote active travel.

The promotion of alternative innovative mobility services (public bike sharing, car sharing, etc.) will be another key element of doing so.

Proposed amendments in other chapters:

1.12 / 1.48 We welcome and support the explicit mentioning of the 'Lee to Sea' Greenway in the legend of figure 2.8, and the additional objective in Chapter 2, as the L2S Greenway is a concise concept and will be an important piece of high quality active travel infrastructure, linking UCC with other parts of the city.

1.35 We welcome the amended wording of Objective 2.8 that emphasises the support for public transport and active travel infrastructure and enhanced neighbourhood permeability to support the 15-minute City concept.

1.41 In Objective 2.23 (Quality of Life) we support the added text regarding 'education and learning' and 'reducing average commute/journey distance' in the City's planning for population growth, as it is the reduction in journey distances that will be a decisive factor for carbon emission reductions.

1.106 We support the additions to Table 5.1 and the mentioning of Sustainable Transport as a contributor the Climate Change Mitigation / Adaptation.

1.132 We support the additional text (c) to Objective 6.2, as the transformation of grey, hard-surfaced spaces into green spaces in neighbourhoods is an important soft factor to promote active travel locally. Unsealing of surfaces will also enable better storm water absorption and thus prevent curb-side flooding after heavy rain, both improving the walking experience. It also contributes to enhanced biodiversity.

We would like to thank Cork City Council again for the opportunity to input to the draft development plan and look forward to it's finalisation in the near future.

Yours sincerely,



Mark Poland

Director of Buildings and Estates

University College Cork