Cork County Development Plan Review

Transport and Mobility

Background Document No. 8

Planning Policy Unit
Cork County Council
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Contents

1 Executive Summary

1.1.1 This paper contains an overview of the existing transport policy context and highlights areas where the existing County Development Plan (CDP) transport policies will need to be reviewed or updated. The paper takes a detailed look at commuting data in County Cork with a particular emphasis on mode share and journey times within the County but also at more detailed town level, categorised by Strategic Planning Area.

1.1.2 An analysis of Census 2016 data highlights a number of challenges that will need to be addressed by the new CDP:

- At a County level, modal shift away from car use is not being achieved. Sustainable travel modes usage is falling and car usage is increasing. The current planning policies are therefore not achieving any gains in relation to national targets for sustainable travel but rather are losing ground.
- Less than 1% of commuters travelling to jobs in Cork County are cycling.
- There has been a fall in the percentage of jobs occupied by people working from home. The highest percentage of people working from home is within Metropolitan Cork Strategic Planning Area towns.
- The majority of commuters have a journey time of less than 30 minutes. Average journey to work times are more favourable outside of the Metropolitan Cork Strategic Planning Area towns.
- *Strategic Planning Area data*
  - While the Metropolitan Cork Strategic Planning Area has received the greatest investment in public transport and cycling infrastructure, between 2011 and 2016, there has been <1% growth in public transport use and falls in the percentage of commuters walking and cycling to jobs in the Metropolitan towns. All other Strategic Planning Area towns outperform the Metropolitan Cork Strategic Planning Area towns in terms of sustainable mode share.
  - The percentage of those commuting by walking or cycling is better in the towns of Strategic Planning Areas outside Metropolitan Cork.
  - Use of public transport as a sustainable mode is negligible with respect to commuting to towns outside the Metropolitan Cork Strategic Planning Area.
  - The West Strategic Planning Area town jobs reflect the highest percentages of people living and working in the same area. 11% of employees working in the West Strategic Planning Area commute into that Strategic Planning Area. 23% of employees working in Metropolitan Cork commute into Metropolitan Cork Strategic Planning Area. In the North and Greater Cork Ring 35% and 34% respectively of employees working in those strategic planning areas commute into those areas.

Key areas of the current CDP that need to be reviewed:

- Density
- Settlement hierarchy
- Targets for modal split
- Home-working
- Location of employment lands relative to residences
- EV charging infrastructure
- Car Parking Standards
- Permeability

2 Introduction

2.1.1 This document aims to set out the considerations which will inform a vision for transport policy in the County Development Plan. The publication of the National Planning Framework in particular, and its compact growth objectives, and the increased urgency for action in addressing climate change, create a clear path which the CDP must follow.

2.1.2 In alignment with National policy and its goal of achieving sustainable development and compact growth and in the interests of a vibrant economy and a healthy environment, transport policy in County Cork must meet the following key objectives:

- Facilitate the transformational change required to implement the NPF and RSES particularly relating to compact growth and the transition to a low carbon society;
- Minimise the environmental impact of travel and in particular reduce the need to use a private car;
- Implement transport demand management measures to complement investment in transport infrastructure;
- Support the competitiveness of international connections;
- Provide reliable and resilient connections within and external to Cork County and internationally;
- Implement transport oriented development;
- Support sustainable transport modes acknowledging the wider benefits to society;
- Facilitate land use zoning policies to support existing and proposed public transport infrastructure investment.

2.1.3 Section 3 sets out the policy context which the CDP must be guided by.

2.1.4 In Section 4 this document also sets out key baseline data which gives a statistical overview of commuting patterns in the County in 2016 from Census data. This is organised by Strategic Planning Area and looks at people travelling to work in the towns/strategic employment areas.

2.1.5 The data gives rise to a number of questions which will need to be considered during the County Development Plan review.

2.1.6 Section 5 sets out Transport Investment in Cork as identified in the National Development Plan 2018-2027.

3 Policy and Strategic Context

3.1.1 The following pages set out the transport related and climate change policies which will inform the CDP. The CDP will align with national and regional policy. The most significant of these policies are the National Planning Framework which sets out a development strategy to 2040, the National Development Plan which sets out capital investment to 2027 and the Regional Spatial and Economic Strategy for the Southern Region (RSES) which sets out a 12 year development framework for the southern region. The CDP will also be aligned with the Cork Metropolitan Area Transport Strategy (CMATS).

3.1.2 Common to the policies described in the following pages is the Avoid-Shift-Improve Framework for decarbonising transport. This concept is fundamental to International, National and Regional level transport policies. Land use planning is a key instrument, along with regulatory, economic, information and investment instruments, for delivering this framework.

3.2 EU/International Policy

3.2.1 Key international policies and documents of relevance to transport include the following:

- Trans-European Transport Network (TEN-T). This is a European Commission policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals. The North Sea-Mediterranean TEN-T Corridor includes a route from Belfast to Cork.
- Transforming our World: the 2030 Agenda for Sustainable Development, 2015, including its 17 Sustainable Development Goals (SDGs) and 169 targets was adopted on 25 September 2015 by Heads of State and Government at a special UN summit. The Agenda is a commitment to eradicate poverty and achieve sustainable development by 2030 world-wide, ensuring that no one is left behind. The adoption of the 2030 Agenda was a landmark achievement, providing for a shared global vision towards sustainable development for all.
- Various policies that have emerged UN Framework Convention on Climate Change, the Kyoto Protocol and the Paris Agreement, including
    - The European Climate Adaptation Platform (Climate-ADAPT)
    - EU 2020 Climate and Energy Package

3.3 National Policy

3.3.1 There are a number of current National Level Plans setting out transport policy. These include plans relating directly to transport as well as climate change plans and planning guidelines.

3.3.2 There are also other relevant reports and studies including 'Transport-Orientated Development: Assessing the Opportunity for Ireland, June 2019 (NESC 2019)' and the Background Papers accompanying the Department of Transport, Tourism and Sport's recently launched review of Sustainable Mobility Policy.

National Strategic Outcomes of the National Planning Framework

3.3.3 The National Planning Framework (NPF) is the government's high-level strategic plan for shaping growth and development to the year 2040. The goals of the National Planning Framework are expressed as National Strategic Outcomes as follows:

National Strategic Outcomes	
Compact Growth	Enhanced Regional Accessibility
Strengthened Rural Economies and Communities	Sustainable Mobility
Strong Economy, supported by Enterprise, Innovation and Skills	High-Quality International Connectivity
Enhanced Amenities and Heritage	Transition to a Low Carbon and Climate Resilient Society
Sustainable Management of Water, Waste and other Environmental Resources	Access to Quality Childcare, Education and Health Services

3.4 Regional/Sub Regional Strategies

Key Strategies

3.4.1 The relevant strategies setting out policy at the more detailed regional level are as follows:

- The Regional Spatial and Economic Strategy for the Southern Region (RSES) - sets out planning and policy guidance, including regional transport planning guidance, which provides policy direction at a regional level in accordance with the NPF
- Cork Metropolitan Area Strategic Plan (incorporated in the RSES)
- Cork Metropolitan Area Transportation Strategy - represents a coordinated land use and transport strategy for the Cork Metropolitan Area (County Metropolitan Cork and Cork City) up to 2040. It incorporates the Cork Cycle Network Plan for the metropolitan area published in 2017.

Key Transport Principles from the RSES

3.4.2 The Regional Spatial and Economic Strategy (RSES) sets out planning and policy guidance, including transport planning guidance, which provides policy direction at a regional level in accordance with the National Planning Framework. The RSES incorporates a Metropolitan Area Strategic Plan for the Metropolitan Cork area. The RSES for the Southern Region came into effect on 31st January 2020.

3.4.3 The RSES calls for the following principles to inform the integration of land use and transport planning in the Southern Region over the period of the RSES:

- Future developments should be planned and designed in a manner which maximises their accessibility by public transport, walking and cycling;
- The strategic capacity and safety of the region's transport network should be protected;
- The safe travel requirements of all people, irrespective of age or mobility, should be met;
- The role of the private car should be facilitated, insofar as this role complements the other modes; and
- The overall cost of travel in terms of journey time and financial outlay will be reduced.

3.4.4 The RSES sets out planning objectives to be incorporated into County Development Plans including objectives regarding sustainable travel, cycle parking, travel planning and permeability. It also requires Local Transport Plans to be prepared by Local Authorities for key settlements, based on NTA and TII guidance.

3.4.5 Other ~~key~~ transport related actions/priorities/objectives of the RSES for the Southern Region include the following:

- Further development of existing targets for reduction of emissions including key targets for 55% movement by sustainable transport modes.
- Recognition and support of the role of existing and potential inter-urban networks as regionally significant drivers of collaboration and growth. The RSES supports

infrastructure investment and initiatives including enhanced public transport connectivity and optimising the potential for rail freight, to be developed further through Development Plans of the existing and further networks including:

  - Metropolitan Area collaboration
  - Atlantic Economic Corridor
  - North Cork Agri Food Network
  - West Cork Marine Network
  - Cork Ring Network

- Decarbonisation in the transport sector and strengthening of policy to support provision of EV charging points.
- International Connectivity and High Quality International Connectivity Ports.
- Support for the development of a Regional Freight Strategy and a Ports and Harbour Strategy.
- Requirement for the integration of land use and transport to support sustainable transportation.
- E-Mobility, multi modal travel integration, and sustainable mobility targets, and a strengthened smart and sustainable mobility objective.

3.4.6 As well as supporting National Road Related Schemes and Projects under the National Development Plan the RSES also supports the provision of strategic regional priority projects set out in section 5 of this document. Reference is also made to regional and local road and transport measure which will be progressed to achieve enhanced regional accessibility (see also section 5 of this document).

Key challenges to be addressed within CMATS

3.4.7 The CMATS document sets out a summary of the key challenges to be addressed including:

- Ensuring that the transport network can support the population, employment and educational growth as envisaged by the NPF 2040;
- Supporting the vibrancy, accessibility and liveability of Cork City Centre and Metropolitan centres;
- Ensuring that future development is located and designed in a fashion that prioritises walking, cycling and public transport and reduces the need to travel by car;
- Improving the public transport offering through higher frequency services operating with greater speed, directness and journey time reliability;

- Increasing residential density levels on the basis of centrality within centres and public transport accessibility;
- Accommodating a greater number of trips more efficiently by maximising connectivity by walking, cycling and public transport to major employment and education centres;
- Supplementing the public transport network with complementary facilities such as Park and Ride for the benefit of people accessing the city from the surrounding rural areas;
- Maintaining an effective strategic road network in the County Metropolitan Area that is integrated with the wider national road network to cater for strategic through trips and the movement of goods especially serving the expanding Port of Cork facilities at Ringaskiddy and Belvelly Harbour/Marino Point;
- Maximising existing transport infrastructure including the Intercity and Commuter rail network and Cork Airport;
- Prioritising active modes (walking and cycling) to improve health benefits; and
- Reducing the impact of transport on the environment through targeted measures to limit the negative impact of air and noise emissions.

3.4.8 The document highlights that to ensure success the planning policy frameworks and implementation policy frameworks of Cork City and County Councils must look to target higher development densities in areas where opportunities exist for sustainable transport provision and in a manner that better aligns the provision of transport with demand.

Local Link Cork

3.4.9 Local Link Cork, operating on behalf of the NTA, is a rural transport coordination unit for County Cork providing a combination of scheduled Public Transport services and pre-booked door-to-door services. Its mission statement is as follows:

- To provide safe accessible rural community transport in Cork prioritising Older People, Youth and People with Disabilities.
- To provide a mechanism for enhanced co ordination of existing transport services.
- To develop a social enterprise where Community Transport is provided and delivered more efficiently and cost effectively at a local level.

3.5 Climate Change Policy

3.5.1 National climate change policy documents are set within a policy framework at International and European Level as outlined in Figure 3.2.

3.5.2 The Climate Action and Low Carbon Development Act 2015 provides the statutory basis for the national climate change transition for Ireland. This provided for the National Adaptation Framework and also gave statutory responsibility to Local Authorities to ensure that climate adaptation strategies are in place by September 2019. Cork County Council adopted its climate change adaptation strategy in September 2019.

3.5.3 Climate change policy documents in Ireland include

- National Adaptation Framework, Planning for a Climate Resilient Ireland, Jan 2018.
- National Mitigation Plan (May 2018).
- Adaptation Planning – Developing Resilience to Climate Change in the Irish Transport Sector (DTTAS, 2017) - This first Adaptation Plan for the transport sector is a high-level plan that is seeking to identify vulnerabilities at a national level across the transport system. The knowledge base assembled through this Plan will inform the development of future adaptation policy for the transport sector and help us to build capacity for adaptation, climate resilience and long-term sustainability in our organisations and structures.
- Climate Action Plan 2019, Department of Communications, Climate Action and Environment (containing 28 specific transport actions).
- Cork County Council Climate Adaptation Strategy (adopted September 2019).

3.5.4 Transport accounted for 19.8% of Ireland's greenhouse gases in 2017. The main source of emissions from the transport sector is road transportation, accounting for approximately 96% of emissions in 2017. In June 2019 the EPA published its Greenhouse Gas Emissions Projections for 2018-2040. It finds that Ireland still faces significant challenges in meeting EU 2030 reduction targets in the non ETS sector (including transport) and national 2050 reduction targets in the electricity generation, built environment and transport sectors. Progress in achieving targets is dependent on the level of implementation of current and future plans. These emission projections do not consider the impact of new policies and measures included in the Climate Action Plan 2019.

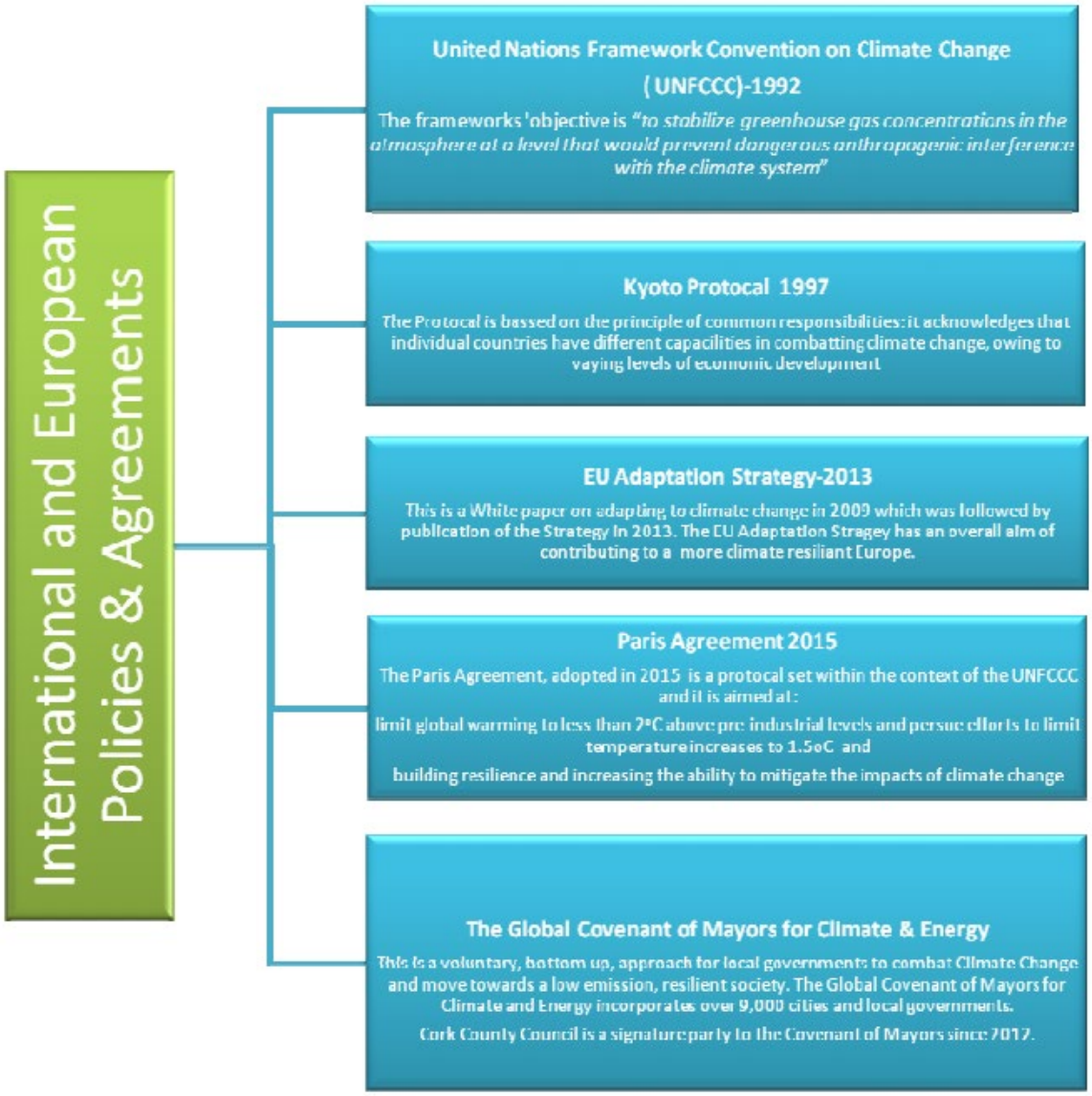


Figure 3.1: Climate Change Policy Framework, from Climate Change Adaptation Strategy, Cork County Council, 2019

3.5.5 In the context of transport, the Government's Climate Action Plan points to a number of specific challenges that we face in Ireland including our dispersed settlement pattern and low population density. It sees that while Project Ireland 2040 will drive more compact, connected development, and new public transport networks, they will not on their own reverse the growth of emissions which are projected to grow by 25%. The Climate Action Plan notes that a significant shift away from internal combustion engine vehicles in the transport sector is expected to result in improvements in local air quality metrics and health outcomes.

3.6 Health

3.6.1 Policies that achieve a reduction in car based transport and an increase in active travel will lead to better public health.

3.6.2 Fewer cars on the roads will result in improved air quality in towns as well as quieter and safer environments. An increase in walking and cycling will result in improved fitness levels. Being active also reduces stress and anxiety. Research tell us that regular exercise can reduce obesity and diabetes levels, can reduce heart disease and cancer, and can also reduce the risk of developing Alzheimer's disease by up to 50 percent.

3.6.3 Healthy Ireland, A Framework for Improved Health and Wellbeing 2013-2025, published by the Department of Health, is the national framework for Government and society action to improve the health and wellbeing of people living in Ireland. Through its National Physical Activity Plan and its Healthy Workplaces initiative it recognises and promotes the role of active travel. The National Physical Activity Plan notes that **'being physically active is one of the most important steps that people of all ages can take to improve their health and wellbeing'.**

3.6.4 At a European level THE PEP (Transport, Health and Environment Pan-European Programme) is a policy platform that highlights the crucial connection between transport, health and the environment. It is supported by the United Nations Economic Commission for Europe (UNECE) and the World Health Organisation (WHO)**.**

3.7 Issues to be considered by the County Development Plan

County Development Plan 2014

3.7.1 The current 2014 CDP includes a chapter entitled 'Transport and Mobility' which sets out a Transportation and Land Use Strategy for the County which seeks to achieve the following:

- Through responsible land-use planning take steps to manage overall transport demand and provide better linkages between homes, schools, employment and other destinations.
- Ensure access for all to a choice of convenient and appropriate transport, including walking, cycling, public transport and facilities for private cars. The aim will be to prioritise the more sustainable modes of transport where these offer an effective alternative to the private car.
- Set out transport investment priorities and measures that will be progressed during the life of the plan.

3.7.2 It sets out a number of general and mode specific transport objectives to achieve this and also sets out objectives in relation to road safety, parking, freight, water based transport, and Cork Airport.

3.7.3 The 2014 CDP sets out that in 2011, of those commuters with a place of work in Cork County, only 14% used sustainable modes of travel as their usual mode of transport to work and almost 80% used the car as their main means of travel. More recent census data shows

that in 2016 comparable figures were 11% and 82% respectively. With the number of jobs in the county increasing by 10,342 between 2011 and 2016 a figure of 82% using the car as their main means of travel equates to a significant rise in car commuter traffic.

County Development Plan Review

3.7.4 The new CDP must align with national policy as encapsulated in the National Planning Framework national strategic outcomes. It will have a critical role in achieving the objectives of the National Planning Framework for the County and in enabling a shift from car oriented transport to more sustainable modes. It will need to promote land use patterns that facilitate viable, well functioning and integrated transport systems to enhance competitiveness, sustain economic progress and enable sustainable mobility choices and enhanced quality of life.

Among the challenges that the CDP must actively meet is the need to achieve public transport oriented development, compact growth at locations served by public transport, and to promote a significant shift to more sustainable transport modes. As well as seeking to achieve more sustainable travel, the CDP should also seek to promote land use patterns that reduce the need for travel in the first instance.

In addition to formulating policy that seeks to achieve these objectives it may also identify locations where specific opportunities for modal shift exist. The 2km greenway, opened in 2019, linking Clonakilty town to the technology park outside the town is an example of how appropriately located, relatively small scale projects have the potential to achieve significant gains.

3.7.5 In reviewing the CDP consideration needs to be given to the following in order to align with national policy and to promote modal shift:

Alignment with NPF and achievement of modal shift

- Setting out a vision that is more closely aligned with, and reflects more explicitly, the strategic national outcomes of the NPF.
- Developing policies that will be more successful in achieving modal shift within the supporting context of the NPF. CDP policy has strongly supported modal shift however this has not been achieved in the county during the last intercensal period. While many factors (including market mechanisms) contribute to achieving modal shift the strong role that planning policy can play needs consideration. This is to include consideration of densities and our settlement network hierarchy.
    - The county's settlement network hierarchy and how it can optimally achieve compact growth and efficiencies in public transport provision. This will be balanced with all other considerations – e.g. economic, environmental, political, and social.
    - Reviewing densities. Compact growth, as required under NPF, will facilitate transport improvements. To achieve this, the CDP will need to reconsider the policies that facilitated the relatively low density development that has taken place to date.
- Reviewing targets set out in current CDP for non car work related modal share.
- Achieving, as much as possible, greater cooperation and coordination with all agencies having a role in the provision or promotion of sustainable transport, such as

the Cork Transport and Mobility Forum.

- Achieving a greater level of public transport oriented development. A NESC report on Transport Oriented Development (2019) identifies requirements central to achieving this. Of relevance to planning policy is a call to supplement the vision for compact growth with a detailed decision to implement transport oriented development in a specified location and for that decision to set out clearly the density of residential housing to be delivered at the location, the desired mixed-use/tenure, social/affordable elements, and the high-frequent/service transport links that will connect the location.

Appraisal of current policies and assessment of new policy requirements

- Consideration of policies in the CDP that need particular attention – such as density and **parking** standards.
- Provision of greater clarity regarding the concept of transport nodes and walking ranges to/from transport nodes.
- Provision of policy guidance regarding **EV charge point** provision.
- Exploration of concepts such as mobility hubs with regard to our Metropolitan towns.
- Support for the role of rural transport including strategic bus networks, Local Link Cork and community bus services.
- Consideration of the requirement /potential for stronger support for digital hubs and remote working.
- Identification of location specific opportunities to gain modal shift.
- Encourage the provision of car clubs/car pooling facilities in large residential and commercial developments.
- Support the need to facilitate inter-modal transport transfers to facilitate mixed mode journeys.
- Facilitation of the development of Area Based Transport Assessment policies, in accordance with TII's Area Based Transport Assessment Guidance Notes (April 2018) and as per RSES requirement, in order to ensure as far as possible that the assessment of transport demand and its impact informs development considerations including location, scale, land use mix, design, supporting multi modal transport infrastructure/service requirements. This will allow expression to be given at the local level to land use and transport planning policies from the national and regional levels.
- Appraisal of policy objectives regarding accessibility and **permeability**.
- Consideration of the concept of a **20 minute neighbourhood**.
- Exploration of the opportunity for Cork County Council to take the lead regarding implementation of quick win actions in 'Smarter Travel Workplaces' and in response to the call to develop flagship low-carbon projects in all Local Authorities, outlined in the 'Climate Action Plan'.
- Consideration of the need for a robust monitoring framework to facilitate understanding of the impact of policy and investment and lessons learned.

20 Minute Neighbourhood

The idea of the 20 minute neighbourhood was largely developed in the US as part of the Portland plan and is based on the idea that you can get all daily goods and services within a 20 minute walk of your house. Variants of the concept promote cycling, walking and higher density development. To ensure success a high quality walking/cycling environment is needed so that people choose to walk or cycle.

Portland's Climate Action Plan sets an objective for 2030 calling for vibrant neighbourhoods in which 90% of Portland residents can easily walk or bicycle to meet all basic daily, non-work needs. CMATS aims to increase walking levels for short journeys of less than 2-3km. Research in the UK, the US and the Netherlands shows that people who walk and cycle visit the neighbourhood shops more often and spend more than people who drive.

Permeability

Permeability is of relevance to new developments but also to existing development (e.g. maximising opportunities to augment permeability through connecting existing residential developments with new walkways/cycleways). In urban areas pedestrian activity or street life increases in areas that can be defined as 'walkable'. Activity levels in urban areas are directly linked to their density of development. Development should incorporate the retention or provision of important routes and linkages which contribute to the permeability of an area with development that would result in the unacceptable loss of existing links not being countenanced.

Car Parking

There is a strong correlation between achieving high density development and planning parking provision within the urban environment. In the Metropolitan Towns and urban areas where a high quality public transport service is available (or planned) it may be necessary to take a new approach to car parking provision. The requirement for lower parking provision in towns where a high quality public transport service is available has the ability to attain higher density development, reinforce compact growth and help shift modal choice to more sustainable modes.

New parking policy will need to reflect recent guidelines such as the 2018 Design Standards for New Apartments which call for a default policy for car parking provision to be minimised, substantially reduced, or eliminated in certain circumstances (for instance at a confluence of public transport systems such as rail and bus stations located in close proximity). Adopting measures that help encourage higher densities in strategic high quality public transport corridors is fundamental to delivering the objectives of CMATS.

These requirements will need to be supported by wider policy change in creating more attractive walking and cycling environments and creating more local employment opportunities, especially on high quality transport corridors. This is an integral issue that needs to inform our density debate and deliver more compact, higher density urban development.

EV Charging

EV charge point provision policy guidance will need to reflect Government Policy. The Climate Action Plan contains a proposal to require new non residential buildings with more than 10 parking spaces to have at least one recharging point installed by 1 January 2025. The action plan also sets out an action to develop and implement planning rules and guidelines across residential and non residential parking locations for EV charging infrastructure. The RSES seeks the provision of EV charging point infrastructure within residential, commercial and mixed-use developments.

The Government aims to build a network of c. 2,000 public EV charge points nationwide by 2025. It identifies Local Authorities as being ideally placed to identify the most suitable locations for installing these new charge points. It advises that charge points may be located where public parking is provided on-street or in Local Authority car parks. Increasing the number of on-street charge points will allow those who do not have a driveway access to a charge point thereby removing a barrier to the uptake of electric vehicles.

There is an opportunity for the CDP to integrate EV charge policy with public realm considerations.

4 Commuting in Cork

4.1 Baseline Commuting Data from Census 2016

4.1.1 This section presents an overview of commuting in the County using data from the 2016 Census, including Census POWSCAR data. As our commuting patterns are significantly shaped by our population distribution this section begins with a representation of population density in the County. An over view of key commuting statistics is presented for the County and compared with national data. More detailed data relating to commuting to jobs within our settlements/strategic employment locations is set out by Strategic Planning Area. Additional data such as heat maps representing the ED of residence of employees occupying jobs in settlements is set out in an appendix to this document.

4.1.2 Census data is used throughout this section as it is the most robust data available at present. It is acknowledged that it does not necessarily present the fullest picture of current transport patterns in Cork.

4.1.3 POWSCAR data explanatory notes are set out in Appendix 1 of this document.

4.2 Population and Jobs Distribution

4.2.1 The spatial distribution of the population of the County is a key factor in the determination of transport patterns and transport requirements. A dispersed settlement pattern and low population density limits the opportunity for journeys to be undertaken by public transport, walking or cycling.

4.2.2 Figure 4.1 below represents the population density at ED level of Cork County. The census 2016 population density of the State is 70 persons per km2. As depicted below, Cork County also has a low population density (57 persons per km2). According to census data, between 2011 and 2016 Cork County experienced an increase in rural population of 6,946 people. Figure 4.2 represents the jobs density at ED level.

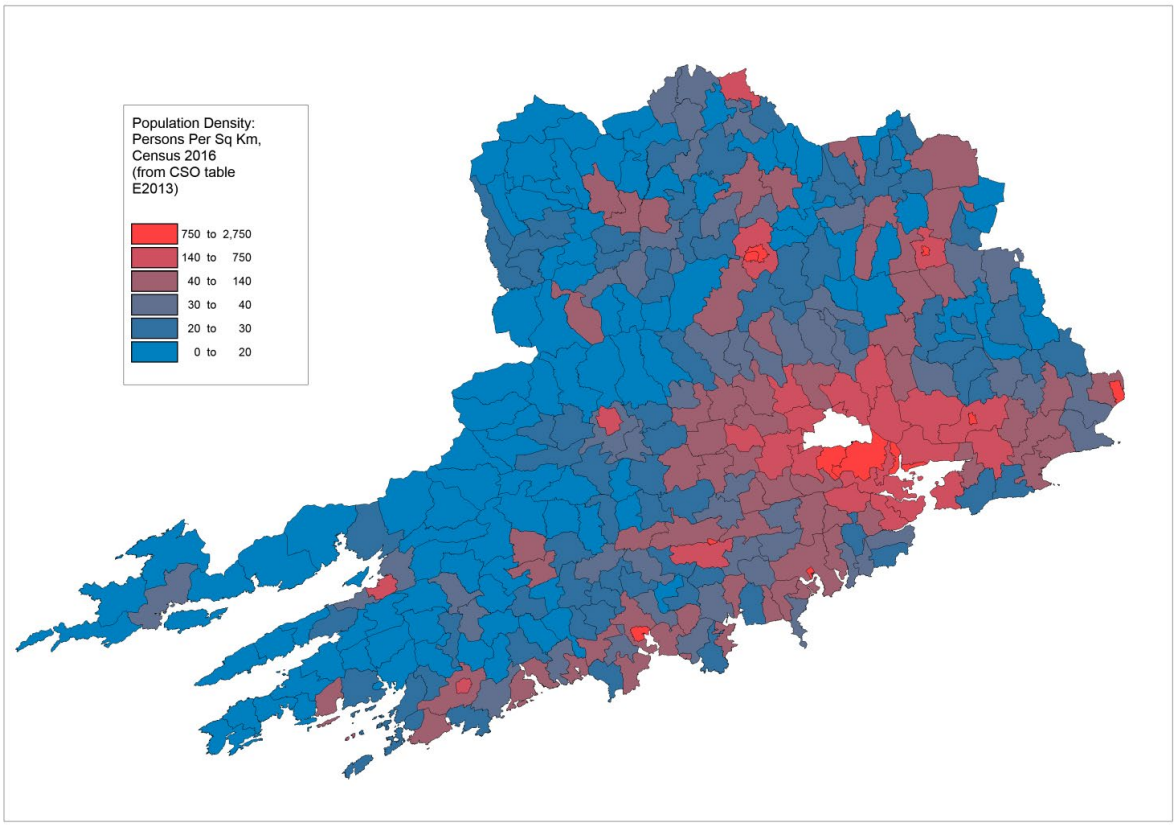


Figure 4.1: Population Density by Electoral Division, Census 2016 (based on pre 31.05.19 administrative areas of Cork County and City).

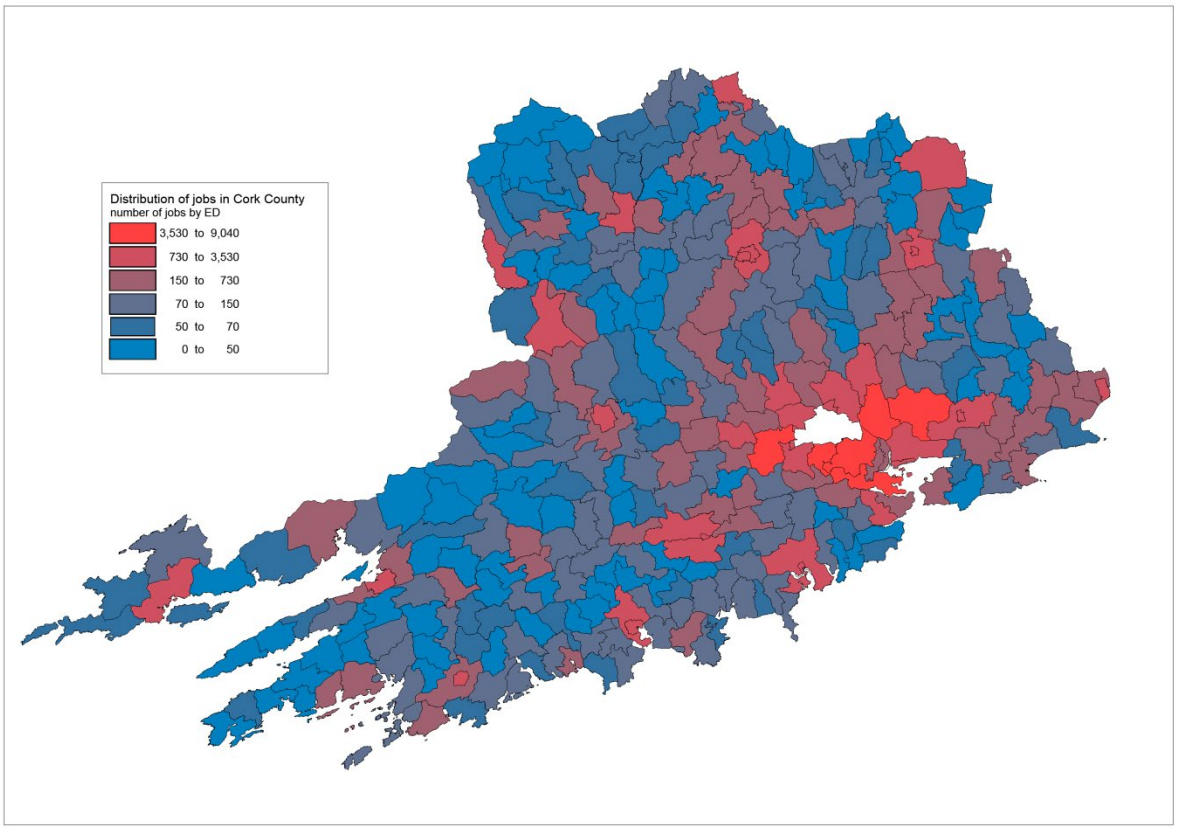


Figure 4.2: Job Density by Electoral Division, Census 2016 (based on pre 31.05.19 administrative areas of Cork County and City).

4.3 Countywide Overview of Commuting

Quality of Life

4.3.1 Transport impacts on most of the population on a daily basis. Transport policy seeks to improve economic competitiveness, connectivity and accessibility, and assist our transition to a low carbon society. In addition to, and consequential to this, it seeks to improve quality of life. **Transport and commuting is fundamental to quality of life** and is intrinsically linked to well being, happiness and health.

4.3.2 Transport issues which affect quality of life include duration of commute, choice of transport mode and commuting environment.

Census Data

4.3.3 Census 2016 sets out key transport data including average travel time of commuting workers and a breakdown of the usual mode of transport taken to travel to work. The following paragraphs consider this data in the context of Cork County.

4.3.4 Cork County level data, compared to national level data, reflects that the average travel time of commuting workers is slightly lower for Cork County than for the state. However the percentages of people commuting by sustainable transport mode (cycling/walking/public transport) is lower than the state average. When the jobs in the Dublin local authority areas are excluded from the national figures the percentages of people commuting by car and by sustainable transport mode are 919,228 (70%) and 177,840 (14%) respectively. If employees residing in the Dublin local authority areas are excluded these percentages are 73% and 13% respectively.

4.3.5 A similar analysis was carried out excluding Dublin and other city local authority areas. This shows percentages of people commuting by car as being 68% (excluding employees working in those areas) and 74% (excluding employees living in those areas). It also showed percentages of people commuting by sustainable transport mode as 13% (excluding employees working in those areas) and 12% (excluding employees living in those areas).

4.3.6 'Smarter Travel' national transport policy (currently under review) set out a key aim that by 2020 work-related commuting by car would be reduced from a modal share of 65% to 45%. In Cork this modal share in 2016 was close to 80%, a very slight increase on the percentage share in 2011. The 'Smarter Travel' target was based on population growth to 4.8m by 2020. With the NPF projection of population growth to c5.8m by 2040, reducing car modal share has an increased urgency in order to facilitate a functioning economy. It is also a key tool in climate change mitigation.

Table 4.1: State/County Average Travel Time and Usual Means of Transport			
Census 2016	State	Commuting Employees Residing in Cork County	Employees Commuting to or within Cork County
Average Travel Time of Commuting Workers (minutes)	28.2	26.6	23.0
Numbers of Workers Commuting	1,875,773	165,842	104,553
Numbers commuting by car	1,229,966 (65.57%) (67.4% in 2011)	129,788 (78.26%) (77.5% in 2011)	86075 (82.32%) (81.8% in 2011)
Numbers walking	175,080 (9.33%)	9669 (5.83%)	7408 (7.09%)
Numbers Cycling	56,837 (3.03%)	1275 (0.769%)	890 (0.85%)
Numbers Using Public Transport	174,569 (9.31%)	4064 (2.45%)	2718 (2.6%)

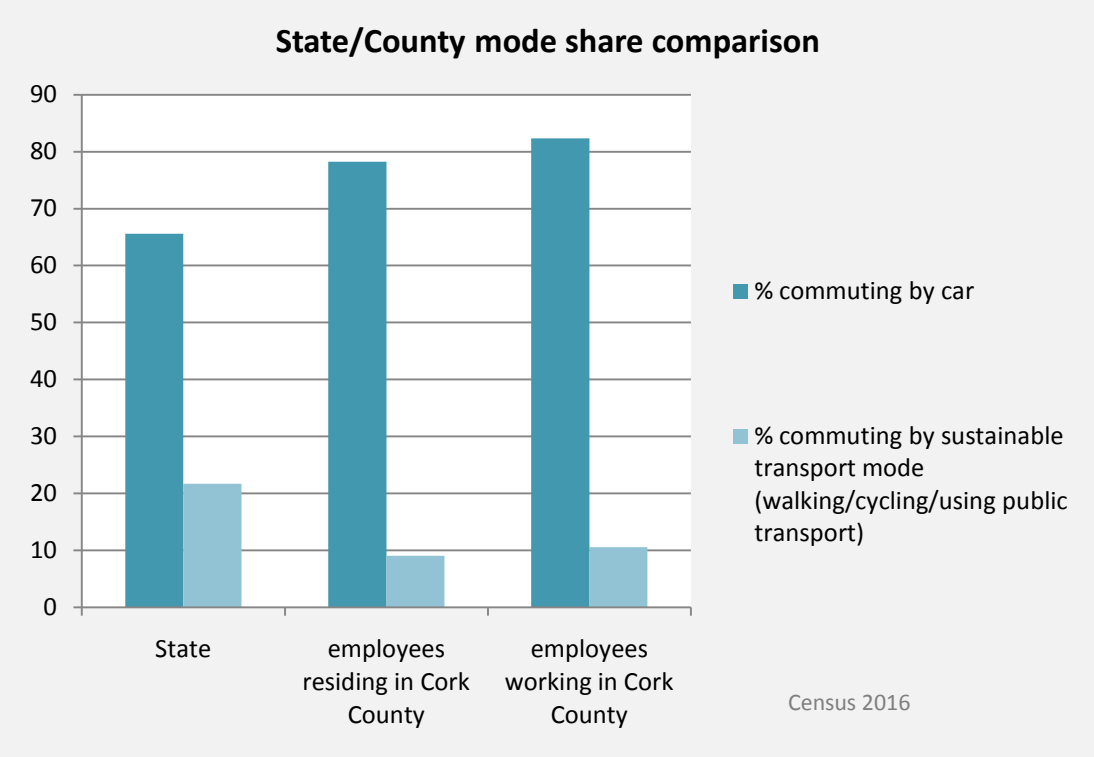


Figure 4.3: State/County Mode Share Comparison, Census 2016

4.3.7 This paper focuses primarily on travel to work. However, as the County Development Plan will seek to promote and support an increase in sustainable travel for all journeys, including travel to both work and school, an overview of the mode of travel to school/college, at a county level, has been included in this section.

Table 4.2: Students in Cork County Travelling to School or College, by Means of Travel

Means of Travel	Census 2016 Number of students by Means of Travel	Census 2011 Number of students by Means of Travel	Census 2016 % of students by Means of Travel	Census 2011 % of students by Means of Travel
On foot	15,162	14,915	15.1	16.5
Bicycle	514	430	0.5	0.5
Bus, minibus or coach	1,7338	16,144	17.3	17.9
Train, DART or LUAS	944	770	0.9	0.9
Motor cycle or scooter	69	101	0.1	0.1
Driving a car	6,246	7,093	6.2	7.8
Passenger in a car	56,810	48,789	56.8	54.0
Van	237	239	0.2	0.3
Other, including lorry	43	32	0.0	0.0
Not stated	2,726	1854	2.7	2.1
Total	100,089	90,367	100	100

Table 4.3: Students in the State Travelling to School or College, by Means of Travel

Means of Travel	Census 2016 Number of students by Means of Travel	Census 2011 Number of students by Means of Travel	Census 2016 % of students by Means of Travel	Census 2011 % of students by Means of Travel
On foot	251,141	244,428	23.2	24.3
Bicycle	25,286	21,374	2.3	2.1
Bus, minibus or coach	201,661	196,886	18.7	19.6
Train, DART or LUAS	19,494	18,227	1.8	1.8
Motor cycle or scooter	575	869	0.1	0.1
Driving a car	49,810	59,945	4.6	6
Passenger in a car	492,919	439,174	45.6	43.6
Van	2,281	2,743	0.2	0.3
Other, including lorry	324	354	0	0
Not stated	37,617	22,889	3.5	2.3
Total	1,081,108	1,006,889	100	100

4.4 People working from home

4.4.1 In 2016 11.5% of jobs in County Cork (jobs in towns and rural areas) were occupied by people who work from home.

Table 4.4: Jobs Occupied by Persons Working from Home, 2011 & 2016

	Persons working from home 2011	Total jobs including persons working from home 2011	% of jobs occupied by people working from home 2011	Persons working from home 2016	Total jobs including persons working from home 2016	% of jobs occupied by people working from home 2016
Cork County	13,218	107,804	12.3	13,592	118,146	11.5

4.4.2 Where POWSCAR analysis is carried out based on Local Area Plan boundaries (based on 'Place of Work' points) the analysis cannot include people working from home. Analysis of people working from home was therefore carried out separately for our towns and strategic employment areas based on the census town boundaries.

Table 4.5: Jobs Occupied by Persons Working from Home, Census Settlements, 2016

Town/Strategic Employment Location	Percentage of Jobs occupied by people working from home	Town/Strategic Employment Location	Percentage of Jobs occupied by people working from home
County Metropolitan Cork Strategic Planning Area		**North Strategic Planning Area**	
Carrigaline	10.87	Buttevant	7.55
Carrigtwohill	7.09	Charleville	2.40
Cobh	11.52	Kanturk	4.83
Little Island*	0.43	Millstreet	3.66
Midleton	3.82	Mitchelstown	3.51
Passage West	27.58	Newmarket	4.06
Ringaskiddy	3.60		
Whitegate Aghada	20.29	**West Strategic Planning Area**	
		Bantry	2.75
Greater Cork Ring Strategic Planning Area		Castletownbere	5.12
Bandon	3.90	Clonakilty	3.54
Fermoy	3.32	Dunmanway	4.88
Kinsale	8.75	Schull	8.28
Macroom	4.07	Skibbereen	3.61
Mallow	3.71		
Youghal	6.90		

*not a census town – estimate based on Census Small Areas

In Passage West and Whitegate Aghada 27.6% and 20.3% respectively of jobs are occupied by people working from home.

4.4.3 It may be worthwhile undertaking further analysis with a view to attempting to identify the varying factors that may give rise to a higher number of people working from home in particular locations.

4.4.4 Consideration should be given to whether the CDP can better support opportunities to work from home where appropriate. It seems likely that a significant number of people working from home are working in the IT sector. Perhaps this should be considered in the context of technology hubs. Anticipation of a successful roll-out of the National Broadband Plan must be taken into account in the context of a possible planning policy role in the promotion of remote working.

4.5 Journey time to work

4.5.1 The census records data regarding how long a journey to work usually takes. This variable has potential as a simplistic indicator in considering the quality of life of commuters using the assumption that a shorter commute is more desirable.

4.5.2 Analysis of this variable needs to be qualified by an acknowledgement that longer journey time does not always equate to lesser quality of life. Similarly, a longer commute does not necessarily equate to a higher carbon footprint impact. A longer journey time spent on public transport may facilitate leisure or work opportunities during the journey (depending on the quality of the commuting environment). In the context of active travel modes the ideal journey time is likely to depend substantially on the quality of the commuting environment – in ideal conditions a longer journey time may facilitate an enhanced leisure and exercise opportunity.

4.5.3 From a climate change perspective, when commuting by car, the shortest possible journey time is the most desirable even though a longer journey time may be acceptable to the commuter.

4.5.4 It should be kept in mind when examining journey time data that some commuters may feel it necessary to depart significantly early to shorten commuting time. Departure time has a significant impact on journey time. In 2016 9.3% of employees commuting to a job in Cork County departed before 6.30 am. In 2011 6.8% departed before 6.30am.

4.5.5 Appendix 2 demonstrates, in the context of jobs in the towns, the relationship between population and jobs. A heat map for each town shows the frequency of the electoral division of residence (within Cork County) of employees commuting to the town.

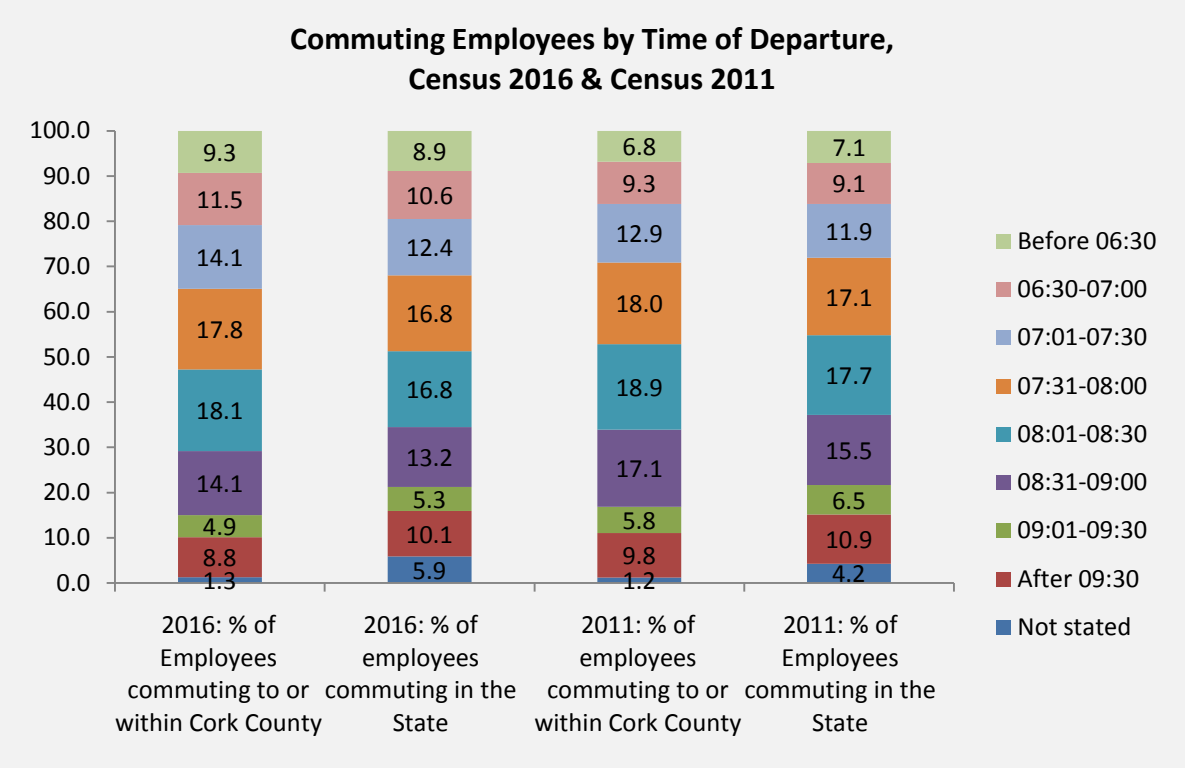


Figure 4.4: Commuting Employees by Time of Departure, Census 2016 & Census 2011

4.5.6 Census data shows that 69.2% of commuting employees living in Cork County travel to work in 30 minutes or less and 76.9% of commuting employees working in Cork County travel to work in 30 minutes or less.

4.5.7 Analysis of the commute times to jobs in the towns reflects a reasonable commute time in each of the Strategic Planning Areas, including Metropolitan Cork which has the most significant car mode share. This may diminish the incentive for people to live close to where they work in order to maintain acceptable commute times. In order to achieve a greater use of sustainable commute modes and have a real impact on mode share, a greater number of people will need to live closer to their place of work. The CDP may need to facilitate a better mix of residential development and compatible employment uses, particularly in Metropolitan Cork.

4.5.8 There are many opinions and debates regarding the ideal commute time and regarding the relationship between commuting mode and/or time spent commuting and wellbeing. It may be useful to gain greater understanding of this, or of a maximum acceptable journey time, as it may assist in identifying areas that are likely to come under increasing development pressure.

4.6 Mode share

4.6.1 If development continues to be oriented around the car as the primary means of transport then issues such as urban sprawl, traffic congestion, long commutes and social exclusion will increase in significance.

4.6.2 A significant modal shift from car use to public transport and active travel modes is crucial to facilitate a functioning economy and in order to lower our green house gas emissions.

4.6.3 The current CDP has an objective to encourage a move to a 55% level of non car based transport within Metropolitan Cork and our towns and a 20% level of non car based travel for journeys within rural areas of the County. This reflects the policy that was in the South West Regional Planning Guidelines (2010-2022). 'Smarter Travel' had a target of 55% of commuting to work journeys to be undertaken by non car driving transport mode - a target that was relevant to both urban and rural areas and which included a number of supporting actions such as improved bus services in rural areas.

4.6.4 Smarter Travel contained a range of actions to encourage smarter travel. Of particular relevance to rural areas was a proposal to redesign bus services to provide for a number of measures including the extension of the rural/school transport type schemes in more rural areas. The CDP may have a role in supporting the delivery of this action and in supporting the role of Local Link Cork.

4.6.5 POWSCAR analysis shows that modal share for commuting to work between 2011 and 2016 was relatively stable with no evidence of significant gains in sustainable mode share (there was a slight increase in car mode share). It also shows that car mode share for commuting to work in Cork County is significantly higher than the state average (between 78-82% in Cork County and 66% within the State). When the 4 Dublin local authority areas are excluded from analysis the car mode share for the remainder of the country is 70% (excluding people working in Dublin) and 73% (excluding people living in Dublin) and Cork remains significantly above average. If all city local authority areas are excluded from the analysis the car mode share for people commuting to work by car is 68% (excluding people working in city local authority areas) and 74% (excluding people living in city local authority areas).

4.6.6 It is important to examine the context within which high levels of car modal share continued in the intercensal period and, in particular, identify any shortcomings of the current CDP in promoting modal shift and identify additional opportunities for promoting same.

4.6.7 The context for promoting increased journeys by public transport and active travel mode has changed since the adoption of the current CDP. Climate change and lack of progress towards meeting emission targets lends the need to achieve modal shift a greater sense of urgency. The population and jobs growth envisaged under the NPF requires significant modal shift in order to mitigate congestion and facilitate a functioning economy. It is also required to fulfil National Strategic Outcomes of the NPF, in particular to achieve sustainable mobility and to achieve the transition to a low carbon and climate resilient society. Significant transport investment is envisaged in the Cork Metropolitan Area Transport Strategy which will require a number of CDP responses including strengthening of promotion of modal shift and a new approach to density.

4.6.8 This changed political and policy environment creates both a need and an opportunity for the development of implementable and measurable policies which can achieve such modal shift. It should also create an environment of acceptance of such policies. The CDP review must explore the range of tools available to it to promote an increase in more sustainable travel.

4.6.9 The opportunity for active travel has increased with continued investment in cycle infrastructure and there is increasing awareness of the benefits of active travel and its tourism potential. This is reflected in the announcement in June 2019 of funding of €8 million for the Midleton Youghal Greenway.

4.6.10 The CDP will seek to create further opportunities to move to sustainable transport however it also has a role in encouraging people to avail of existing sustainable transport opportunities. In this regard the CDP may need to identify a role for Cork County Council in achieving greater coordination among all the relevant agencies, to include promotion and monitoring of modal shift.

4.7 Commuting to Work Characteristics by Strategic Planning Area:

4.7.1 The following section sets out key work related commuting data by Strategic Planning Area. It focuses on journey time to work and mode share data. The total number of jobs in each strategic planning area (including rural areas) is set out below.

Table 4.6: Jobs in Strategic Planning Areas	
Strategic Planning Area	2016 jobs
Post 31.05.19 County Metropolitan Cork (estimation)	33,674
Pre 31.05.19 County Metropolitan Cork	58,369
Greater Cork Ring	29,162
West	16,510
North	14,105

Metropolitan Cork

4.7.2 This section sets out data in relation to jobs and commuting in the Metropolitan Cork Strategic Planning Area. This data includes Cork City (unless otherwise stated). It is estimated that in 2016 there were 33,674 jobs in the County Metropolitan Strategic Planning Area that aligns with the new administrative area of Cork County.

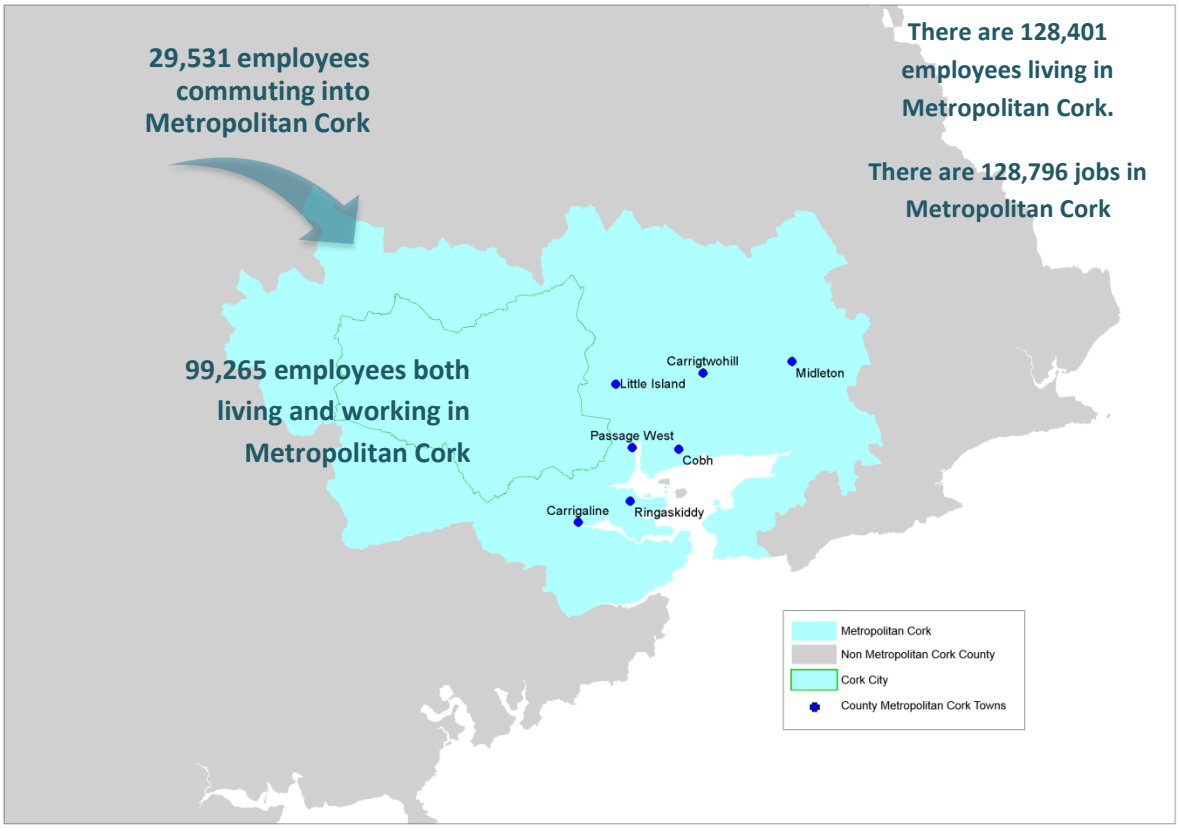


Figure 4.5: Metropolitan Cork (County Metropolitan Strategic Planning Area and Cork City), 2016 Census POWSCAR

Table 4.7: Numbers of Employees Commuting to Jobs in Metropolitan Cork (City and County), 2016	
Employees living and working in Metropolitan Cork *	99,265
Employees commuting from Greater Cork Ring Strategic Planning Area	19582
Employees commuting from North Cork Strategic Planning Area	2969
Employees commuting from West Cork Strategic Planning Area	2368
Employees commuting from outside Cork County/City	4612
* The 128,796 jobs in Metropolitan Cork (County + City) include people working from home and 70,427 jobs in cork city (pre 31.05.19 administrative boundary).	

23% of people working in Metropolitan Cork live outside Metropolitan Cork

Metropolitan Cork, Towns/Strategic Employment Locations, Mode Share

Table 4.8: Towns, Metropolitan Cork, Car Mode Share			
Town/Strategic Employment Location (Local Area Plan Development Boundary)	Number of Jobs, 2016	% of employees commuting by car, 2016	Change in % of employees commuting by car relative to 2011
Carrigaline	2881	73.6	-1.8
Carrigtwohill	3782	88.71	0.72
Cobh	1372	66.33	1.02
Little Island	7955	83.23	1.02
Midleton	3676	76.69	2.33
Passage West	281	72.60	-0.91
Ringaskiddy	3825	91.95	-1.29
Whitegate Aghada	398	84.92	1.20

Table 4.9: Towns, Metropolitan Cork, Public Transport Mode Share		
Town/Strategic Employment Location	% of employees commuting by public transport, 2016	Change in % of employees commuting by public transport relative to 2011
Carrigaline	2.15	0.45
Carrigtwohill	0.87	0.05
Cobh	1.09	-0.39
Little Island	3.05	0.12
Midleton	1.88	0.80
Passage West	1.78	-0.83
Ringaskiddy	1.41	0.94
Whitegate Aghada	2.51	-1.44

Where there was growth in commuters using public transport this growth was less than 1%.

Table 4.10: Towns, Metropolitan Cork, Active Travel Mode Share		
Town/Strategic Employment Location	% of employees commuting by walking and cycling, 2016	Change in % of employees commuting by walking and cycling relative to 2011
Carrigaline	8.99	-3.25
Carrigtwohill	2.14	-0.95
Cobh	22.16	-0.08
Little Island	2.28	-0.01
Midleton	11.26	-2.36
Passage West	13.52	0.09
Ringaskiddy	0.99	-0.02
Whitegate Aghada	2.76	-0.03

8 out of 9 towns saw a decrease in the number of commuters walking or cycling to work.

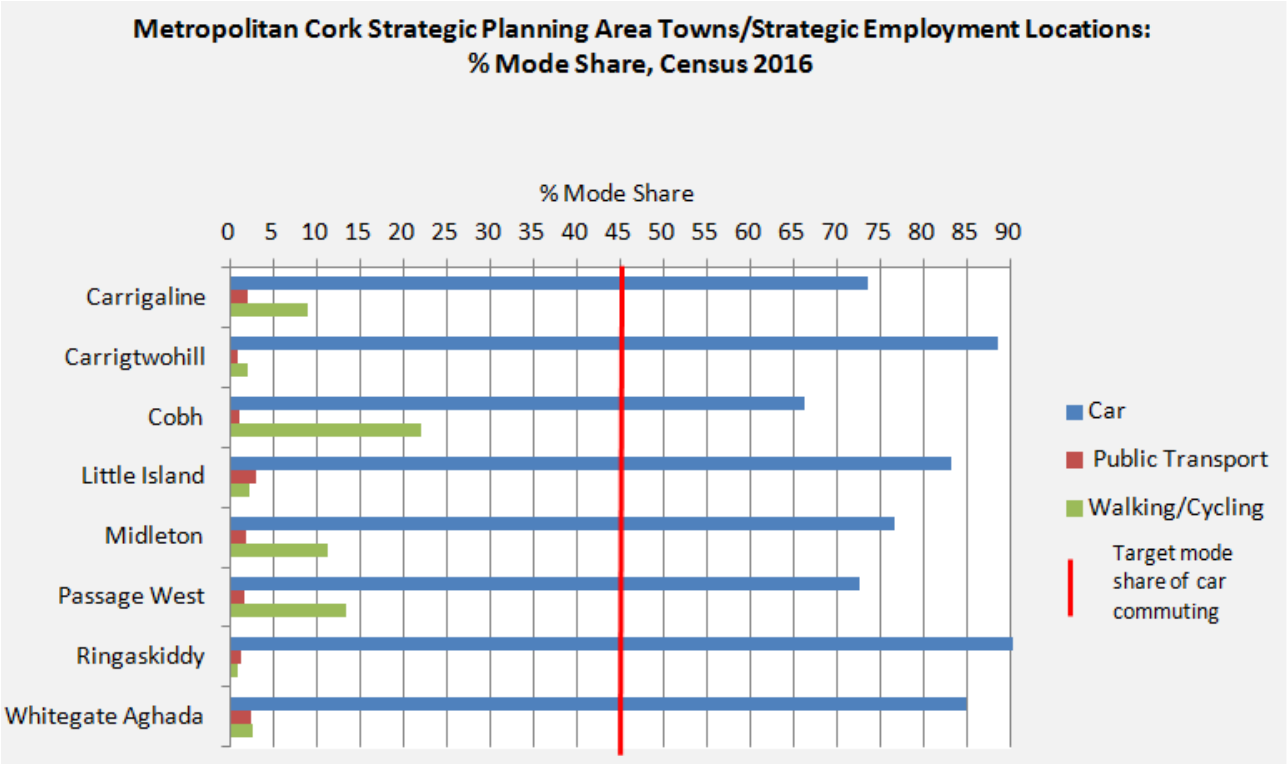


Figure 4.6: Metropolitan Cork Strategic Planning Area Towns/Strategic Employment Locations, % Mode Share, 2016 Census POWSCAR

Table 4.11: Metropolitan Cork Strategic Planning Area Towns Usual Journey Time to Work of Employees Travelling to a Job within the Settlement Development Boundary (excludes people working from home), 2016

Town/Strategic Employment Location	% 1-14 Minutes	% 15-30 minutes	% 31-60 minutes	% 61-90 minutes	% over 90 minutes	Not stated/'0'
Carrigaline	29.26	50.92	14.79	2.08	0.35	2.60
Carrigtwohill	17.16	58.75	20.17	1.80	0.50	1.61
Cobh	52.77	30.83	11.44	1.09	0.15	3.72
Little Island	9.00	57.54	26.90	3.37	1.03	2.16
Midleton	36.18	47.36	12.43	1.39	0.33	2.26
Passage West	35.59	48.40	11.39	0.36	0.71	3.56
Ringaskiddy	11.76	53.46	29.44	3.22	0.86	1.25
Whitegate Aghada	25.63	41.21	25.63	4.02	1.51	1.76
Average	27	49	19	2	1	2

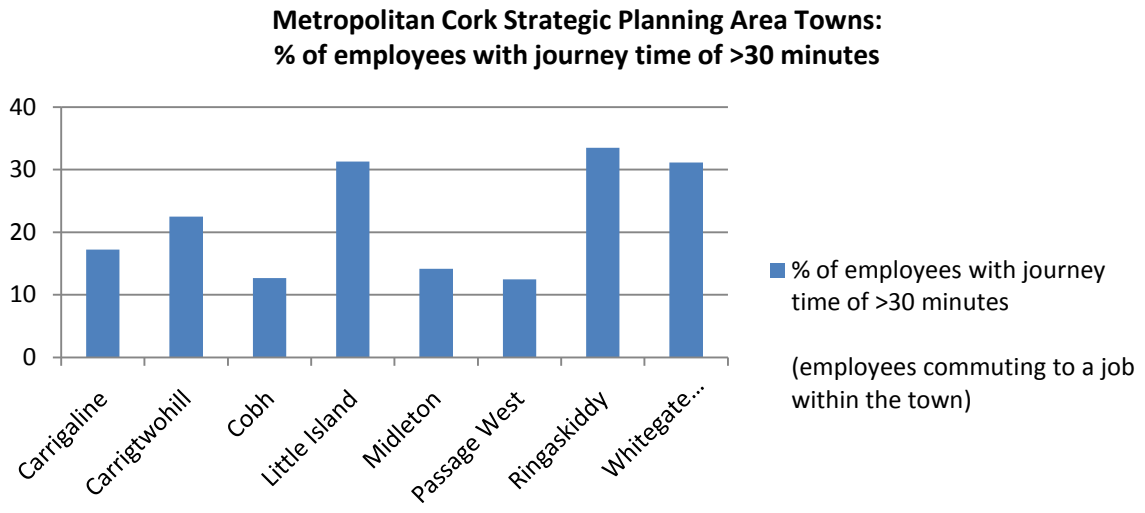


Figure 4.7: Metropolitan Cork Strategic Planning Area Towns/Strategic Employment Locations, % employees with journey time of >30 minutes, 2016 Census POWSCAR

In recognition of the fact that commuters may adapt their departure time to maintain and acceptable journey time an analysis was undertaken of the departure times of employees commuting to the Metropolitan Cork Towns in 2011 and 2016. See tables 4.9A and 4.9B below.

Table 4.12: Time of Departure of employees commuting to a job in a Metropolitan Cork Town by Percentage of Employees, 2016									
Metropolitan Cork Settlement	Before 06:30	06:30-07:00	07:01-07:30	07:31-08:00	08:01-08:30	08:31-09:00	09:01-09:30	After 09:30	Not stated
Carrigaline	17.4	9.2	9.2	16.9	18.9	12.5	5.3	9.3	1.3
Carrigtwohill	21.8	21.5	17.1	17.1	12.0	5.0	1.7	3.4	0.4
Cobh	5.5	6.3	7.2	15.6	17.1	21.6	8.7	15.8	2.3
Little Island	9.8	16.2	21.3	20.1	14.9	7.6	2.6	6.6	0.9
Midleton	8.4	9.4	9.5	17.1	20.2	15.0	6.3	12.7	1.4
Passage West	3.2	8.3	8.3	18.1	20.9	16.6	6.5	18.1	<1.8
Ringaskiddy	22.3	23.8	18.6	17.8	10.7	4.1	0.9	1.3	0.5
Whitegate Aghada	10.6	15.8	22.6	22.9	13.6	5.5	1.8	5.8	1.5

Table 4.13: Time of Departure of employees commuting to a job in a Metropolitan Cork Town. Percentage increase between 2011 and 2016									
Metropolitan Cork Settlement	Before 06:30	06:30-07:00	07:01-07:30	07:31-08:00	08:01-08:30	08:31-09:00	09:01-09:30	After 09:30	Not stated
Carrigaline	13.0	3.2	-1.0	-0.9	-4.1	-6.8	-1.4	-2.2	0.2
Carrigtwohill	5.0	2.2	-2.3	-1.4	-2.1	-1.6	-0.1	0.5	-0.4
Cobh	0.9	-0.8	0.2	2.0	1.6	-2.5	-0.5	-1.7	0.8
Little Island	2.2	3.5	3.3	-1.4	-2.7	-2.2	0.2	-2.7	-0.2
Midleton	2.4	1.8	1.7	2.9	0.1	-5.6	-0.8	-2.2	-0.1
Passage West	1.3 to 2.8	1.9	-1.9	4.0	-2.9	-1.6	-1.1	0.2	-0.4 to -1.5
Ringaskiddy	0.9	3.8	-1.8	-1.4	-2.0	0.1	0.2	0.2	0.0
Whitegate Aghada	0.6	0.9	1.5	-3.9	0.3	0.4	0.1	-0.3	0.3

4.7.3 The data analysis reflected in this document primarily relates to jobs in towns and the commuting characteristics of employees commuting to those jobs. The following table however shows, for the Metropolitan towns, the number of employees living in the towns commuting by car.

Table 4.14: Employees Residing in Metropolitan Cork Towns Commuting by Car, 2016			
Census Town	Commuting Employees	Employees Commuting by Car	% commuting by car
Carrigaline	6,736	5,671	84.2
Carrigtwohill	2,292	1,862	81.2
Cobh	4,979	3,673	73.8
Little Island	3,258	2,750	84.4
Midleton	5,078	3,862	76.1
Ringaskiddy	214	165	77.1
Passage West	2,409	2,038	84.6
Whitegate / Aghada	488	408	83.6

4.7.4 Greater Cork Ring Strategic Planning Area

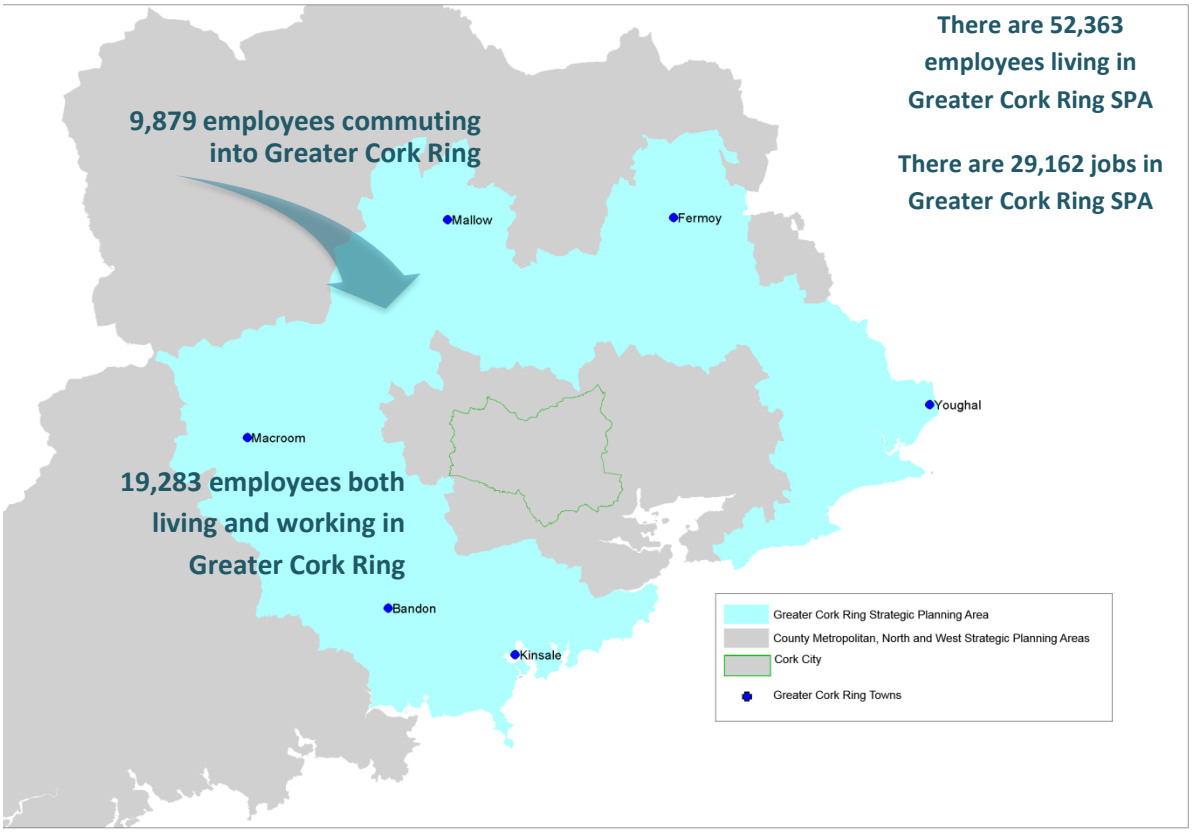


Figure 4.8: Greater Cork Ring Strategic Planning Area, 2016 Census POWSCAR

Table 4.15: Numbers Commuting to Jobs in Greater Cork Ring, 2016	
Employees living and working in Greater Cork Ring Strategic Planning Area	19,283
Employees commuting from Metropolitan Cork	4,262
Employees commuting from North Cork Strategic Planning Area	2,640
Employees commuting from West Cork Strategic Planning Area	1,386
Employees commuting from outside Cork County/City	1,591

34% of people working in Greater Cork Ring live outside the SPA

Greater Cork Ring Strategic Planning Area, Towns, Mode Share

Table 4.16: Towns, Greater Cork Ring, Car Mode Share			
Town/Strategic Employment Location (Local Area Plan Development Boundary)	Number of Jobs (2016, excluding people working from home)	% of employees commuting by car	Change in % of employees commuting by car relative to 2011
Bandon	2,351	75.71	0.16
Fermoy	2,608	77.49	0.17
Kinsale	1,548	70.99	2.37
Macroom	1,645	76.72	-0.42
Mallow	4,491	77.47	0.58
Youghal	1,717	70.47	0.57

A higher % of people commute to work in Metropolitan Cork by car compared to Greater Cork Ring SPA

Table 4.17: Towns, Greater Cork Ring, Public Transport Mode Share		
Town/Strategic Employment Location	% of employees commuting by public transport, 2016	Change in % of employees commuting by public transport relative to 2011
Bandon	0.72	0.05
Fermoy	1.34	0.37
Kinsale	1.16	0.74
Macroom	0.49	-0.34
Mallow	0.78	-0.10
Youghal	0.87	-0.72

Table 4.18: Towns, Greater Cork Ring, Active Travel Mode Share		
Town/Strategic Employment Location	% of employees commuting by walking and cycling, 2016	Change in % of employees commuting by walking and cycling relative to 2011
Bandon	13.36	0.37
Fermoy	11.12	-0.66
Kinsale	19.96	-2.24
Macroom	12.64	-0.02
Mallow	10.29	0.22
Youghal	15.96	-1.96

The % decrease of people walking or cycling to work in Kinsale corresponds almost directly to the % increase of people driving to work.

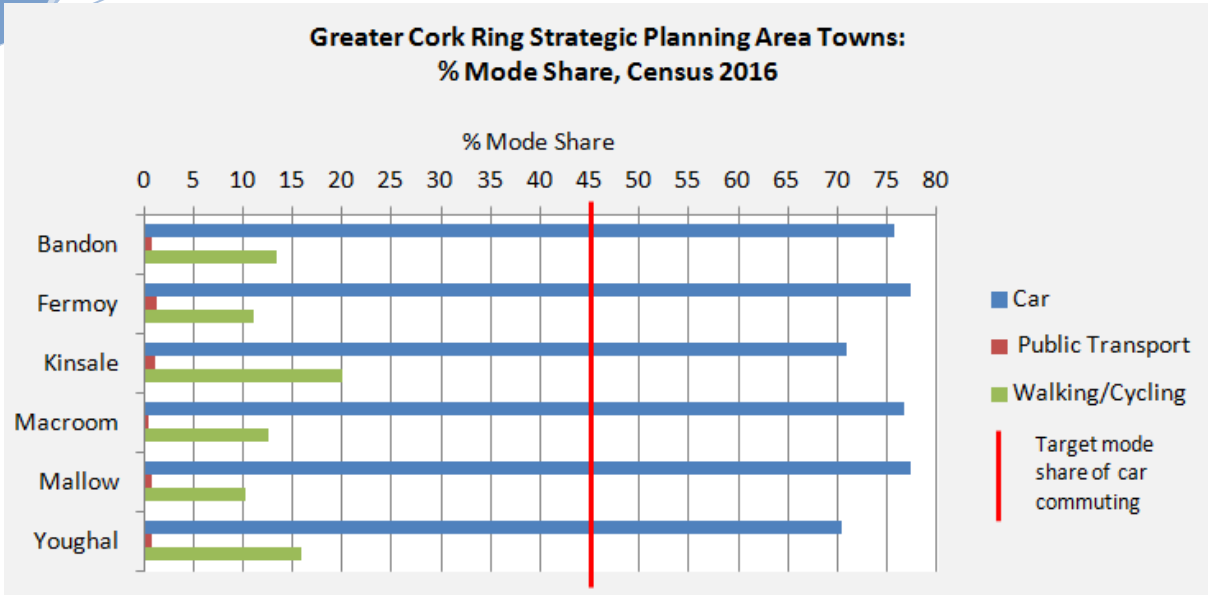


Figure 4.9: Greater Cork Ring Strategic Planning Area Towns, % Mode Share, 2016 Census POWSCAR

Table 4.19: Greater Cork Ring Strategic Planning Area Towns Usual Journey Time to Work of Employees Travelling to a Job within the Settlement Development Boundary (excludes people working from home), mode 2016

Town/Strategic Employment Location	% 1-14 Minutes	% 15-30 minutes	% 31-60 minutes	% 61-90 minutes	% over 90 minutes	Not stated/'0'
Bandon	39.98	44.15	13.06	0.85	0.21	1.70
Fermoy	36.58	42.10	17.41	1.38	0.38	2.11
Kinsale	46.96	38.24	10.72	1.61	0.58	1.74
Macroom	35.74	43.71	16.66	1.16	0.79	1.82
Mallow	33.71	45.02	16.70	0.51	1.69	2.27
Youghal	57.19	29.35	8.04	1.81	0.41	2.91
Average	42	40	14	1	1	2

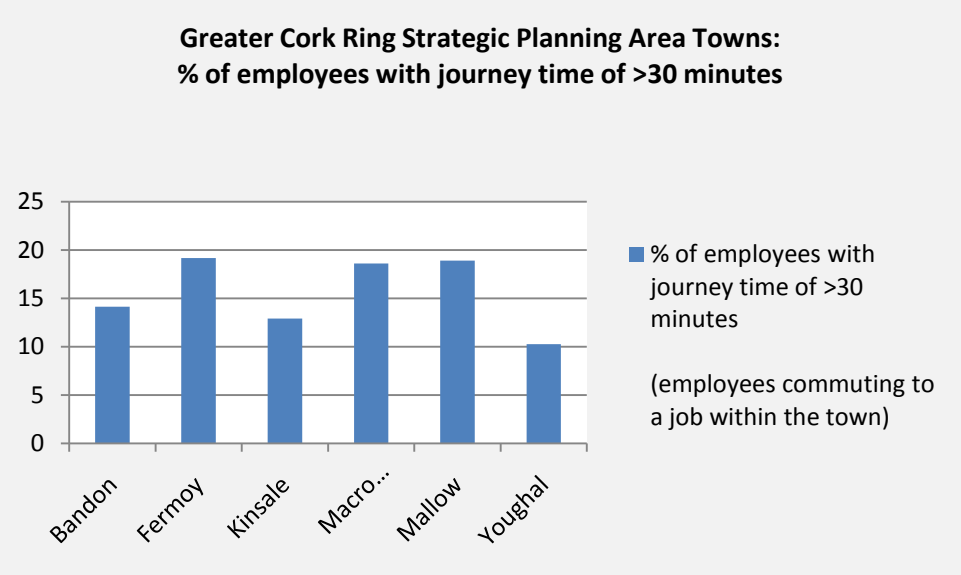


Figure 4.10: Greater Cork Ring Strategic Planning Area Towns, % of employees with journey time of >30 minutes, 2016 Census POWSCAR

4.7.5 North Strategic Planning Area

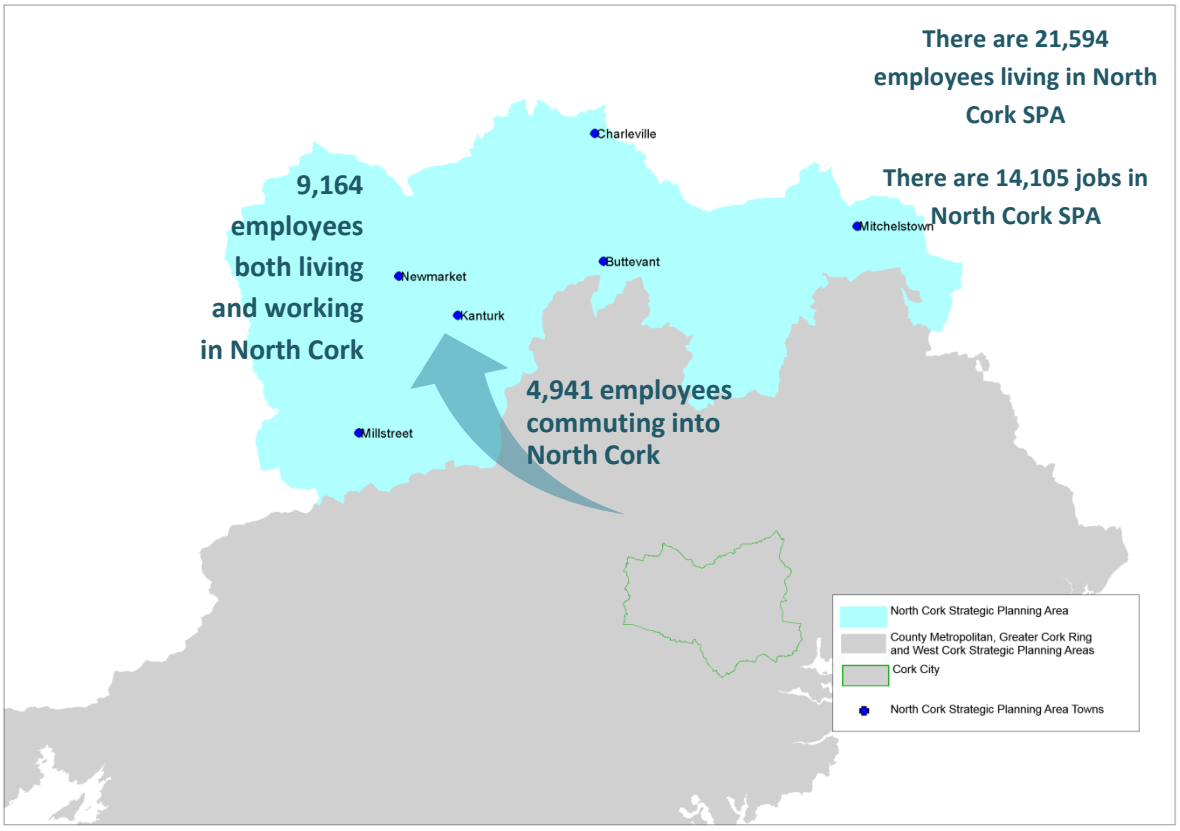


Figure 4.11: North Cork Strategic Planning Area, 2016 Census POWSCAR

Table 4.20: Numbers Commuting to Jobs in North Strategic Planning Area, 2016	
Employees living and working in North Strategic Planning Area	9,164
Employees commuting from Metropolitan Cork	423
Employees commuting from Greater Cork Ring Strategic Planning Area	1,238
Employees commuting from West Cork Strategic Planning Area	55
Employees commuting from outside Cork County/City	3,225

35% of people working in North Cork live outside the SPA

North Strategic Planning Area Towns Mode Share

Table 4.21: Towns, North Cork, Car Mode Share			
Town/Strategic Employment Location (Local Area Plan Development Boundary)	Number of Jobs (2016, excluding people working from home)	% of employees commuting by car	Change in % of employees commuting by car relative to 2011
Buttevant	203	74.38	-3.81
Charleville	2,466	80.54	0.46
Kanturk	802	77.81	-1.64
Millstreet	1,164	73.20	-3.84
Mitchelstown	1,805	78.56	1.37
Newmarket	427	73.30	-4.12

A higher % of people commute to work in Metropolitan Cork by car compared to North Cork SPA

Table 4.22: Towns, North Cork, Public Transport Mode Share		
Town/Strategic Employment Location	% of employees commuting by public transport, 2016	Change in % of employees commuting by public transport relative to 2011
Buttevant	1.48	0.41
Charleville	1.26	-0.02
Kanturk	0.25	0.13
Millstreet	6.10	5.45
Mitchelstown	0.50	-0.16
Newmarket	0.23	0.23

Table 4.23: Towns, North Cork, Active Travel Mode Share		
Town/Strategic Employment Location	% of employees commuting by walking and cycling, 2016	Change in % of employees commuting by walking and cycling relative to 2011
Buttevant	14.78	3.08
Charleville	7.10	-1.26
Kanturk	10.60	0.32
Millstreet	7.47	-1.32
Mitchelstown	11.41	-2.00
Newmarket	8.67	-2.75

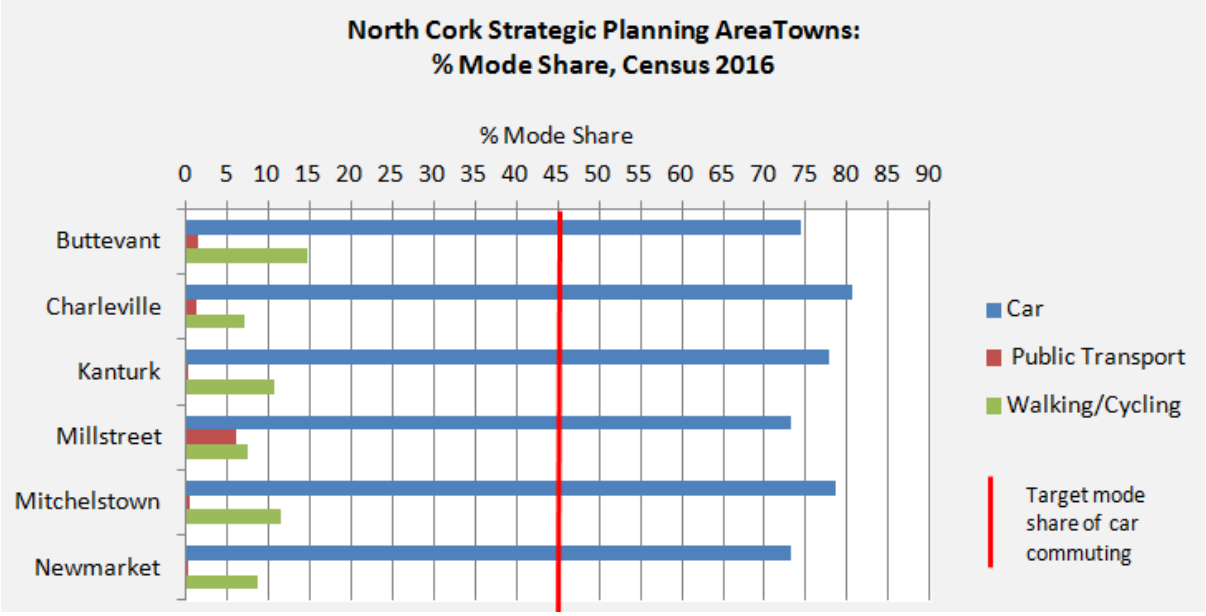


Figure 4.12: North Cork Strategic Planning Area Towns, % Mode Share, 2016 Census POWSCAR

Table 4.24: North Cork Strategic Planning Area Towns Usual Journey Time to Work of Employees Travelling to a Job within the Settlement Development Boundary (excludes people working from home), 2016						
Town/Strategic Employment Location	% 1-14 Minutes	% 15-30 minutes	% 31-60 minutes	% 61-90 minutes	% over 90 minutes	Not stated/'0'
Buttevant	38.92	37.93	14.78	3.45	0.49	4.43
Charleville	30.41	44.93	19.51	2.55	0.77	1.74
Kanturk	46.51	39.03	10.35	1.25	0.12	2.62
Millstreet	35.57	41.24	18.90	1.89	0.52	1.89
Mitchelstown	39.06	38.12	18.50	1.77	0.44	2.11
Newmarket	43.56	42.15	8.90	0.47	0.23	4.68
Average	39	41	15	2	0	3

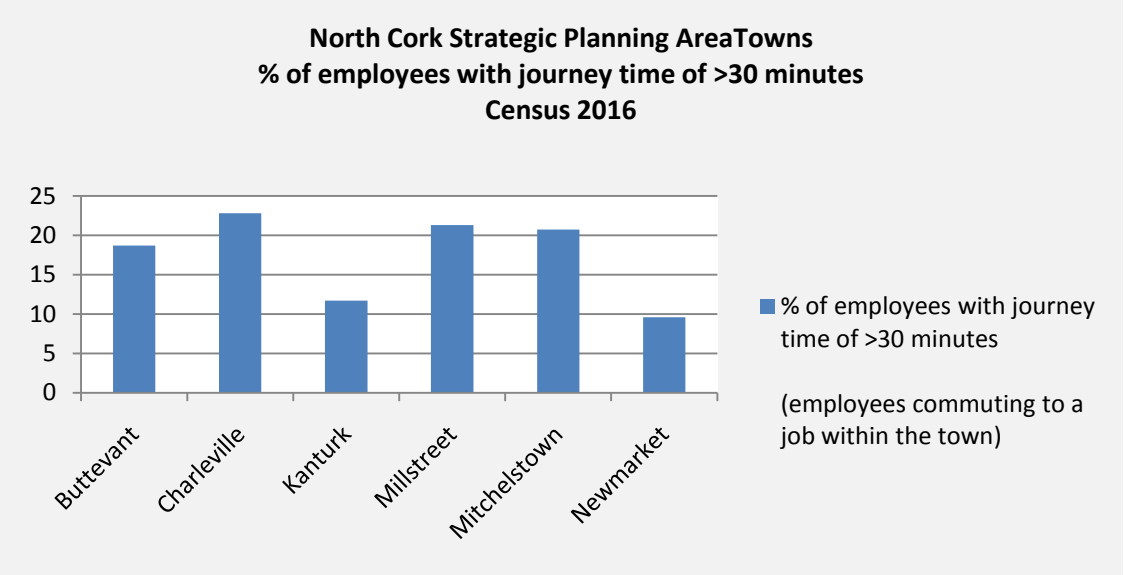


Figure 4.13: North Cork Strategic Planning Area Towns/Strategic Employment Locations, % of employees with journey time of >30 minutes, 2016 Census POWSCAR

4.7.6 West Cork Strategic Planning Area

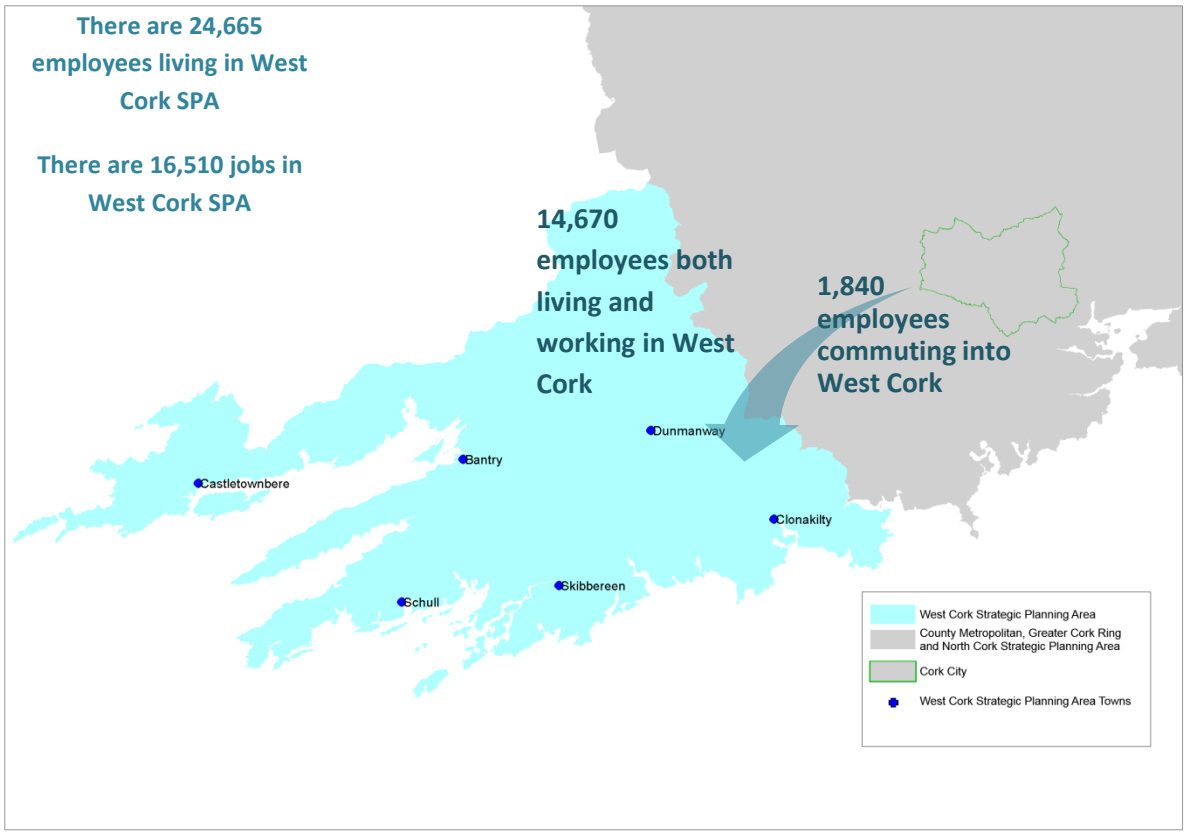


Figure 4.14: West Cork Strategic Planning Area, 2016 Census POWSCAR

Table 4.25: Numbers Commuting to Jobs in West Strategic Planning Area, 2016	
Employees living and working in West Strategic Planning Area	11,281
Employees commuting from Metropolitan Cork	287
Employees commuting from Greater Cork Ring Strategic Planning Area	963
Employees commuting from North Cork Strategic Planning Area	60
Employees commuting from outside Cork County/City	365

13% of people working in West Cork live outside the SPA

West Strategic Planning Area Towns Mode Share

Table 4.26: Towns, West Cork, Car Mode Share			
Town/Strategic Employment Location (Local Area Plan Development Boundary)	Number of Jobs (2016, excluding people working from home)	% of employees commuting by car	Change in % of employees commuting by car relative to 2011
Bantry	1,924	77.65	1.20
Castletownbere	677	69.72	-2.56
Clonakilty	2,313	74.79	0.79
Dunmanway	722	78.53	0.17
Schull	244	73.36	-3.91
Skibbereen	1,767	78.10	-1.12

A higher % of people commute to work in Metropolitan Cork by car compared to West Cork SPA

Table 4.27: Towns, West Cork, Public Transport Mode Share		
Town/Strategic Employment Location	% of employees commuting by public transport, 2016	Change in % of employees commuting by public transport relative to 2011
Bantry	0.62	-0.25
Castletownbere	0.15	-0.74
Clonakilty	0.69	-0.14
Dunmanway	0.83	0
Schull	0.41	0.41
Skibbereen	0.45	0.01

Table 4.28: Towns, West Cork, Active Travel Mode Share		
Town/Strategic Employment Location	% of employees commuting by walking and cycling, 2016	Change in % of employees commuting by walking and cycling relative to 2011
Bantry	10.19	-1.04
Castletownbere	13.59	0.51
Clonakilty	16.26	-0.66
Dunmanway	8.45	-0.15
Schull	16.80	3.99
Skibbereen	11.15	-1.05

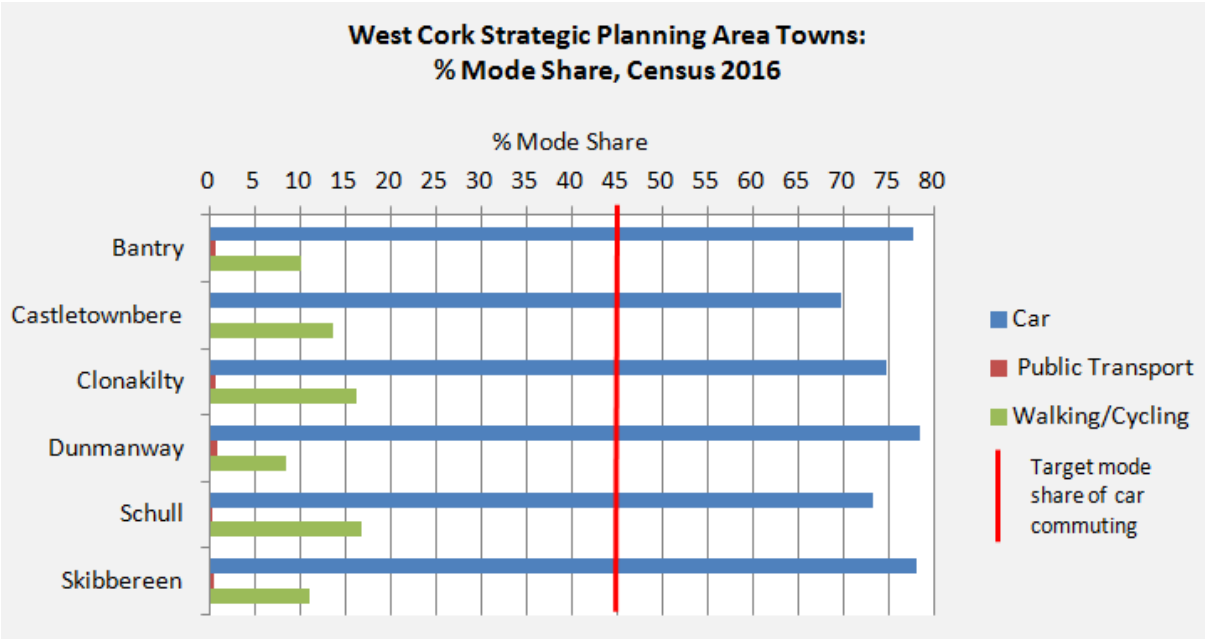


Figure 4.15: West Cork Strategic Planning Area Towns, % Mode Share, 2016 Census POWSCAR

Table 4.29: West Cork Strategic Planning Area Towns Usual Journey Time to Work of Employees Travelling to a Job within the Settlement Development Boundary (excludes people working from home), 2016						
Town/Strategic Employment Location	% 1-14 Minutes	% 15-30 minutes	% 31-60 minutes	% 61-90 minutes	% over 90 minutes	Not stated/'0'
Bantry	40.44	41.27	13.88	1.92	0.36	2.13
Castletownbere	52.44	35.01	6.79	2.22	0.89	2.66
Clonakilty	47.90	37.66	11.11	1.17	0.26	1.90
Dunmanway	42.24	40.03	12.60	1.94	0.42	2.77
Schull	50.00	36.89	7.79	1.23	0.82	3.28
Skibbereen	44.26	43.97	7.58	2.09	0.34	1.75
Average	46	39	10	2	1	2

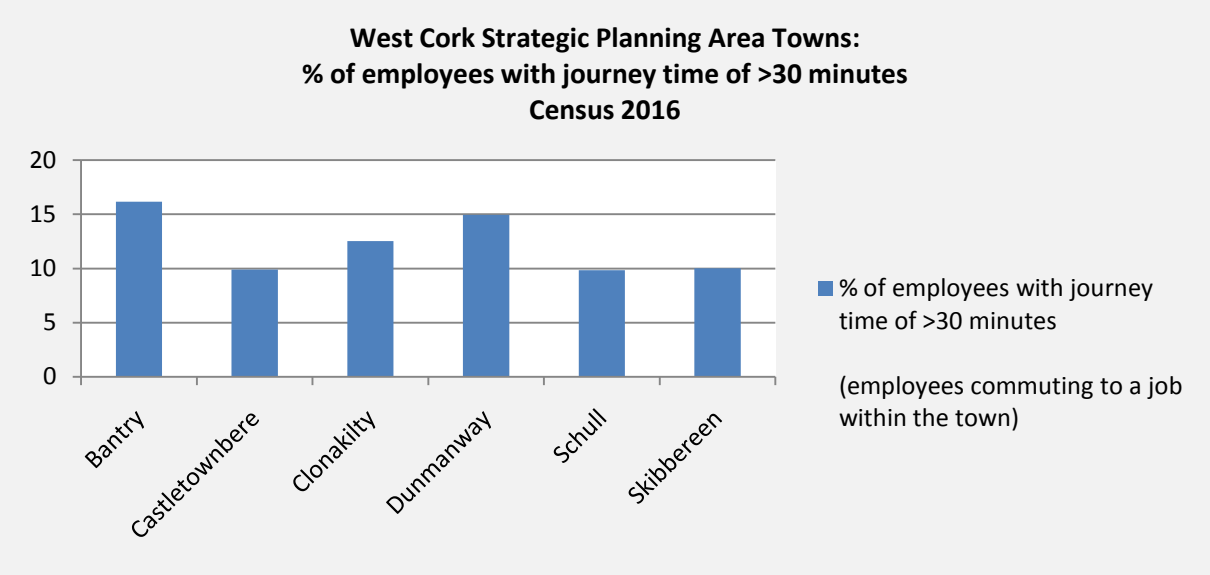


Figure 4.16: North Cork Strategic Planning Area Towns, % of employees with journey time of >30 minutes, 2016 Census POWSCAR

85% of commutes to work in West Cork towns are of 30 minutes or less duration.

5 Transport Investment

5.1 Completed Projects – Sustainable Travel

5.1.1 Recent transport investment in the County, totalling approximately €10m, saw the completion of a number of sustainable travel projects, listed below. These works, most of which were in Metropolitan Cork, were funded primarily by the National Transport Authority, with Cork County Council supplementing some elements.

Table 5.1: Key sustainable travel projects recently completed by Cork County Council's Traffic and Transportation Department
Ballybrack Valley Shared Use Pedestrian and Cycle Path, Phases 1-4
Maryborough Hill Phase 2 (new carriageway, footways, signalling, lighting, signage etc.)
Old Carrigaline Road Traffic Calming Scheme
Douglas Community Park (upgrade of path through park and installation of new crossing on Church Rd.)
Widening of N40 under bridges – enabling works for future connections of footpaths and cycle lanes
Donnybrook Hill Pedestrian Enhancement scheme
South Douglas Road to Tramore Valley Park Pedestrian and Cycle Link
Grange Road to Tramore Valley Park Pedestrian and Cycle Link
Well Road signalization upgrade
Footpath and connectivity improvements in Douglas
Pedestrian Access to Scoil Mhuire, Crosshaven
Upgrade of Leo Murphy Road junction, Ballincollig
Island Cross junction upgrade
Little Island Capacity Improvement Scheme
Accessible Bus Stops, Skibbereen
Grange Manor bus turning area, Ovens
Cogan's Corner Upgrade (junction upgrade including new pedestrian crossing points, widened footpaths and formalized parking zones)
Cobh Taxi Waiting system (traffic light based)
Cobh Bus Connects - works to facilitate scheme
Inniscarra Bridge signalization
Kinsale Bus Facilities (including bus stop, bus shelter and associated footpath connectivity)
Total Investment: €10m

5.1.2 The Council is currently rolling out a bus shelter upgrade/installation programme in conjunction with the NTA with the objective of installing bus shelters where demand justifies, replacing shelters where required and making stops accessible.

5.1.3 The Council also recently completed a number of Transportation Studies to determine transport infrastructure and policy improvement - Bandon Transportation and Public Realm Enhancement Plan, 2016; Castletownbere Transportation Study, 2018; and Little Island Transport Strategy, 2019.

5.1.4 The Bandon Transportation and Public Realm Enhancement Plan was prepared with a vision to "strengthen Bandon's position as a premier market town through the creation of a unique sense of place, which supports ease of movement for all, embraces its rich built and natural heritage, and enhances its role as the Gateway to West Cork".

5.1.5 Castletownbere Transportation Study establishes how the accessibility and the safety of transport movement can be improved; identifies the opportunities to optimise the current transport network; and establishes the future transport network required to support the town.

5.1.6 The Little Island Transport Strategy determines what transport infrastructure improvements and policy measures are needed to alleviate the severe peak hour traffic congestion on the road network within Little Island. It explores the potential to reduce dependency on single occupier car journeys and increase active travel and public transport use, making recommendations on interventions required to improve the environment for general traffic, cyclists, pedestrians and public transport vehicles.

5.2 Planned Transport Investment

5.2.1 National Development Plan Transport Investment: 2018-2027 National Roads Programme Funding has been committed for the progression of a number of roads projects under Project Ireland 2040 and the National Development Plan 2018-2027. Most significantly the NDP gave commitment to the delivery of the M20 Cork to Limerick Motorway which is key to delivering enhanced regional accessibility and is currently at Route Selection stage.

5.2.2 In addition to the M20, the NDP also references the N8/N25 Dunkettle Interchange, the N28 Cork to Ringaskiddy Road, the N22 Ballyvourney to Macroom road, the N20 Mallow Relief Road and the N25 Carrigtwohill to Midleton road under the 2018-2027 National Roads Programme.

5.2.3 The M20, along with the N28 (Cork – Ringaskiddy), the M8 (Dunkettle Interchange Upgrade) and the Northern Ring Road (N22/N20/M8), are listed in the 2014 CDP as being critical to the delivery of development.

5.2.4 As well as supporting National Road Related Schemes and Projects under the National Development Plan the RSES supports the provision of strategic regional priority projects including the following in Cork -

- Cork Northern Ring Road

- Improved road access between the N25 and Cobh (including R624 to Marino Point and Cobh)

5.2.5 Reference is made to regional and local road and transport measure which will be progressed to achieve enhanced regional accessibility including:

- Cork Northern Distributor Road
- Carrigaline Western Distributor Road
- Upgrade of the R624 Regional Road linking N25 to Marino Point and Cobh and Designation to National Road Status
- Upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub) and Designation to National Road Status
- Upgrade the R586 Regional Road from Bandon to Bantry via Dunmanway and support for designation to National Road Status.
- Upgrading of the R572 linking Castletownbere Port to the N71

5.2.6 The RSES also seeks delivery of improved N22, N25, N27 and N71 inter regional and intra regional corridors, delivery of projects under the National Roads Programme and access to Monard SDZ.

5.2.7 The RSES also contains support for the transformative potential of E-mobility, support for multi-modal travel integration, an action to seek investment in initiatives that leverage intelligent transport systems and smart transport services.

M20

5.2.8 There is an exchequer allocation of 0.9 €billion for delivery of the M20. The M20 scheme extends approximately 80km from the existing N20 in Blarney, Co. Cork to the existing M20 in Patrickswell, Co. Limerick. As per the NDP the M20 will provide better connectivity between the two cities by improving the quality of the transport network which will address road safety issues associated with the existing N20 route and provide safer and more reliable journey times. The M20 appraisal process is to examine the inclusion of the Cork North Ring Road linking the N20 to M8/Dunkettle.

5.2.9 Delivery of the M20 will relieve the towns of Mallow, Buttevant and Charleville of through traffic and free up the capacity of the existing road network. It will address the significant adverse impacts of the high levels of through traffic along the main streets of Buttevant and Charleville. Implementation of the Mallow Relief Road is also crucial to relieving the town of through traffic.

PLUTO

5.2.10 The Department of Transport, Tourism and Sport is currently undertaking a strategic infrastructure plan, 'Planning, Land Use and Transport Outlook' (PLUTO), to assess the future needs of land transport in Ireland based on NPF population projections. This will build on the NPF and serve as an update to SIFLT (the Department's Strategic Investment Framework for Land Transport).

Electric Vehicle Charging Infrastructure

5.2.11 The government anticipates 936,000 electrical vehicles on our roads by 2030. EV charging infrastructure will be supported by the Climate Action Fund. The CDP will introduce requirements for the provision of EV charge point in new developments in line with government guidance. It is also anticipated that Local Authorities will identify suitable locations for the installation of public charge points and an opportunity presents to integrate this role with public ream enhancement proposals.

Greenways

5.2.12 In June 2019 funding of €8m was announced under the National and Regional Greenway fund for the development of the Youghal to Midleton Greenway. A greenway linking Clonakilty town with Clonakilty Technology Park opened in May 2019.

Implications of planned investment for CDP

5.2.13 Current planning policy and zonings in Cork County has been developed largely in anticipation of the road investment projects outlined above. The CDP will continue to reserve route corridors and protect them from inappropriate development. The CDP will continue to highlight roads projects critical to the delivery of planned development. The CDP will need to seek to achieve a shift to sustainable transport mode (as outline in section 3 of this document) and will need to prioritise support for investment measures which seek to achieve same.

Appendix 1

Note on POWSCAR Analysis:

Cork County Administrative Boundary

The census county level data relates to the pre 31st May 2019 administrative boundary of the County.

Development Boundaries

The 2017 Local Area Plan Development Boundaries are used for most analysis, as, in some cases such as Carrigtwohill and Ringaskiddy, the census town boundary is significantly smaller than the development boundary and would significantly under represent jobs in those settlements. For this approach, jobs within LAP Development Boundaries are based on a count, from 2016 Census POWSCAR, of Place of Work points within the 2017 LAP settlement development boundaries. This excludes people working from home.

Census data rounding of Place of Work points:

The Place of Work points have been rounded to the centre of the 250M X 250M grid square in which the place of work is located – as such there may be some Place of Work points which lie just outside the boundary but are included in the count and there may be some Place of Work points which lie just inside the boundary but are excluded from the count.

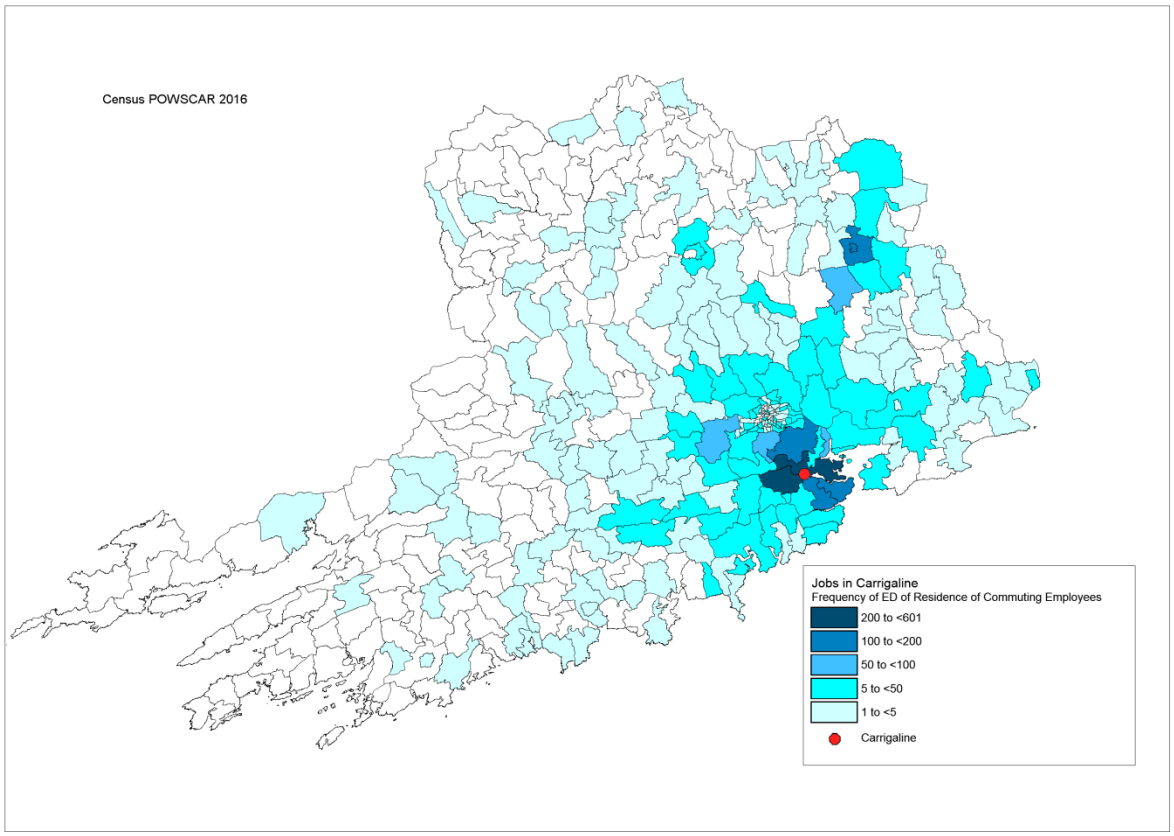
Census POWSCAR data may differ slightly from published Census commuting data due to the former dataset reflecting the de jure (usually resident) population and the latter reflecting the de facto (present on census night) population.

Appendix 2

The Electoral Divisions throughout the County that employees working in towns commute from are graphically represented on the following pages. Each image shows the ED of residence of employees commuting to a particular town. The images demonstrate the relationship between population and jobs and show the distribution of employees.

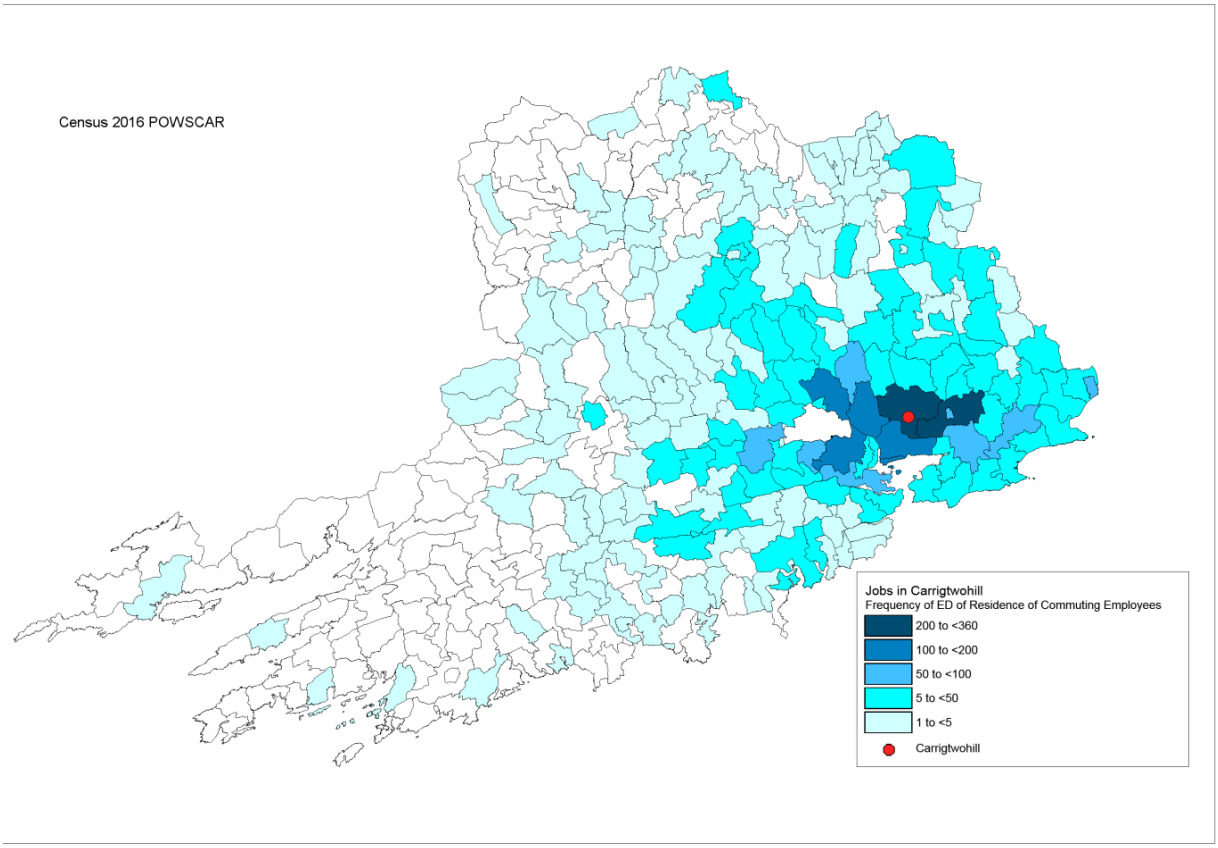
Metropolitan Cork Towns

Carrigaline



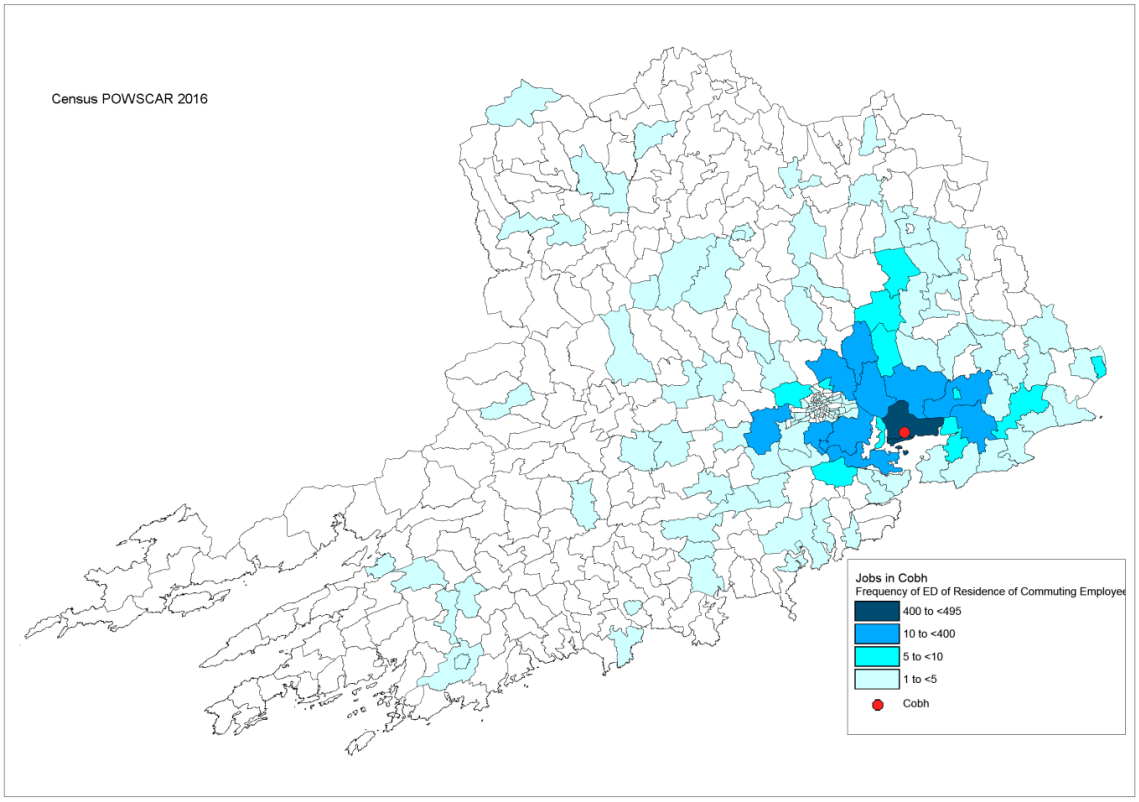
Appendix 2, figure 1: Jobs within Carrigaline 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Carrigtwohill



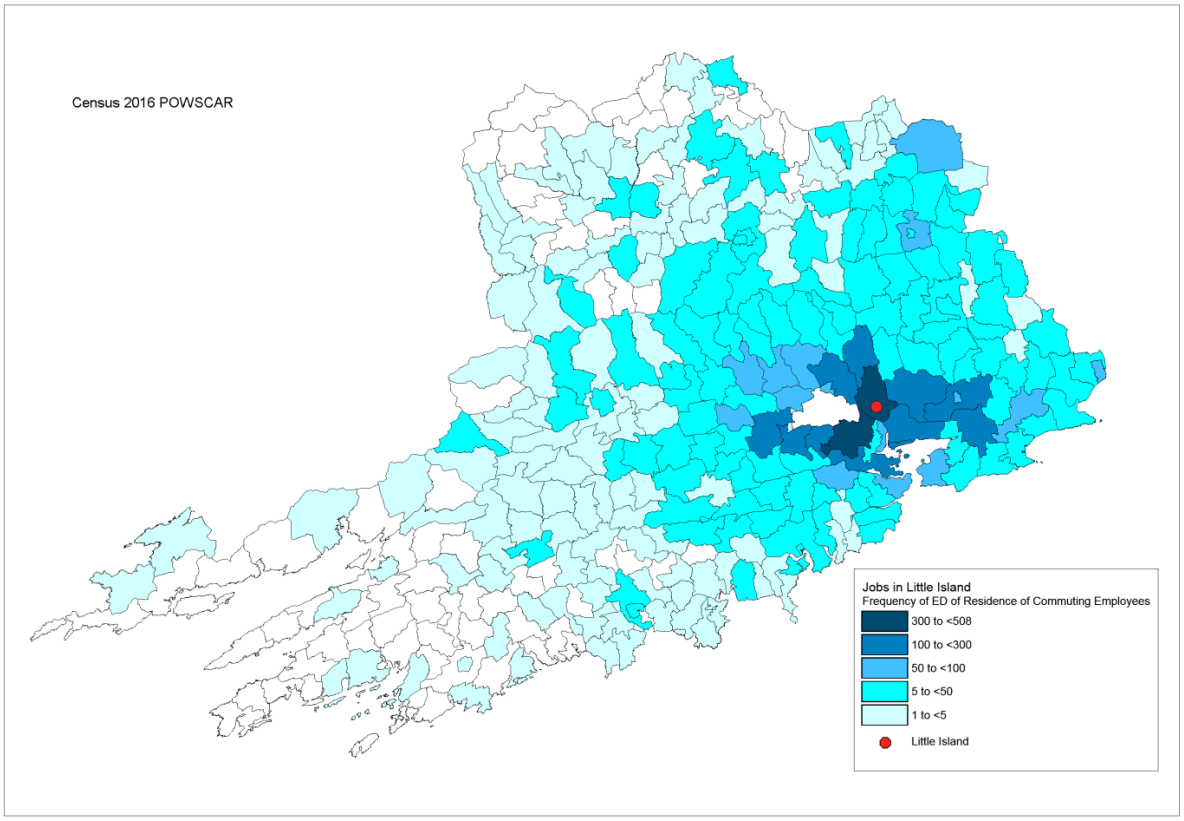
Appendix 2, figure 2: Jobs within Carrigtwohill 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Cobh



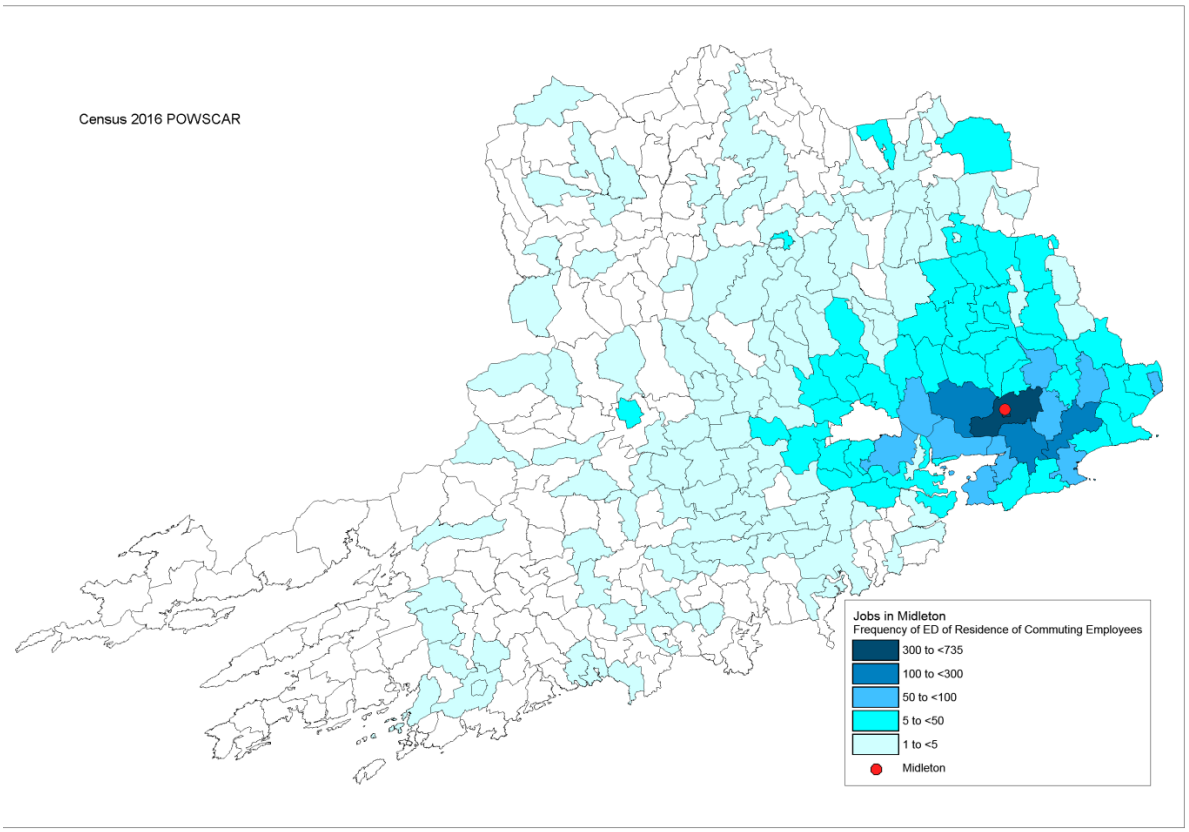
Appendix 2, figure 3: Jobs within Cobh 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Little Island



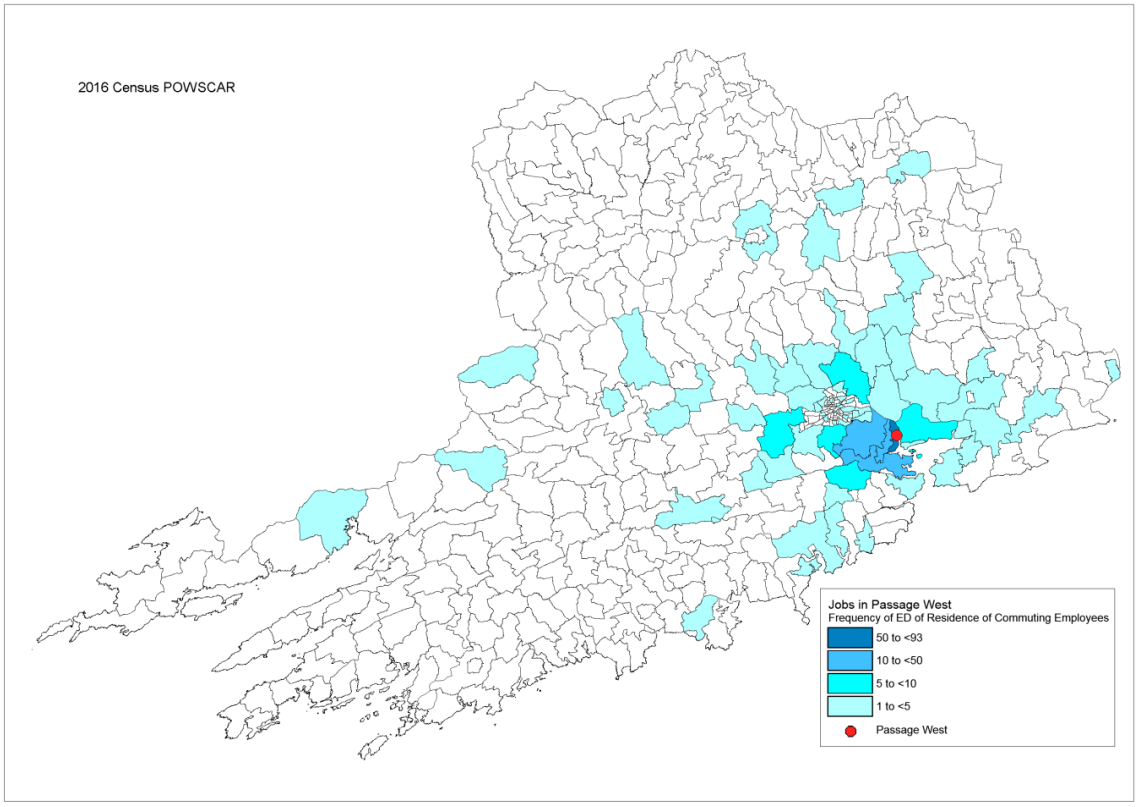
Appendix 2, figure 4: Jobs within Little Island 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Midleton



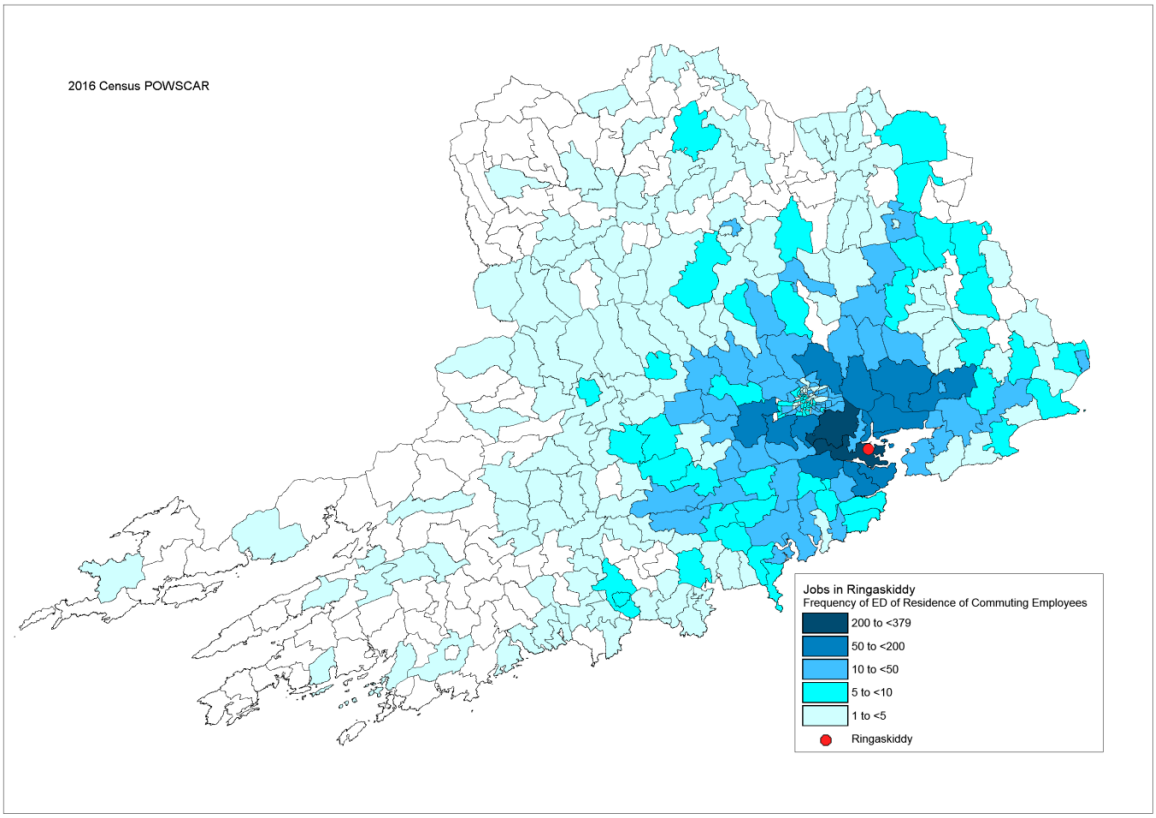
Appendix 2, figure 5: Jobs within Midleton 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Passage West



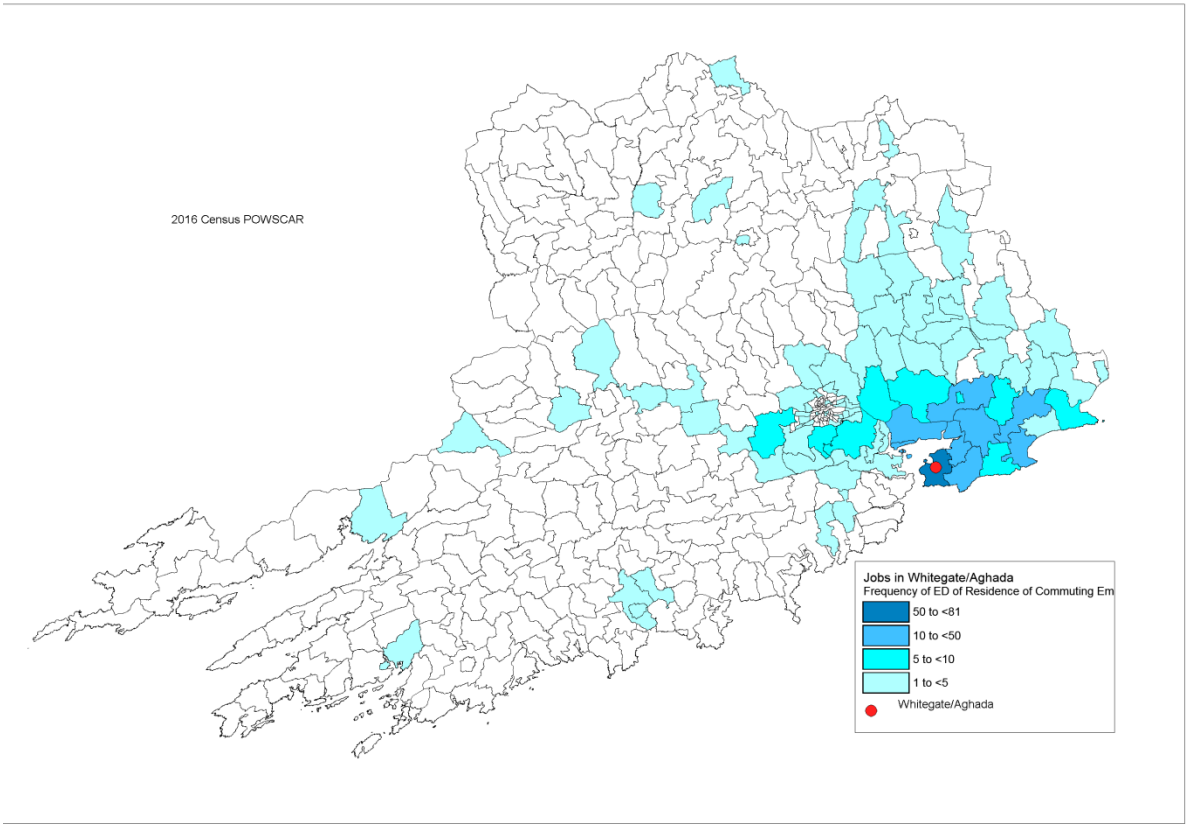
Appendix 2, figure 6: Jobs within Passage West 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Ringaskiddy



Appendix 2, figure 7: Jobs within Ringaskiddy 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

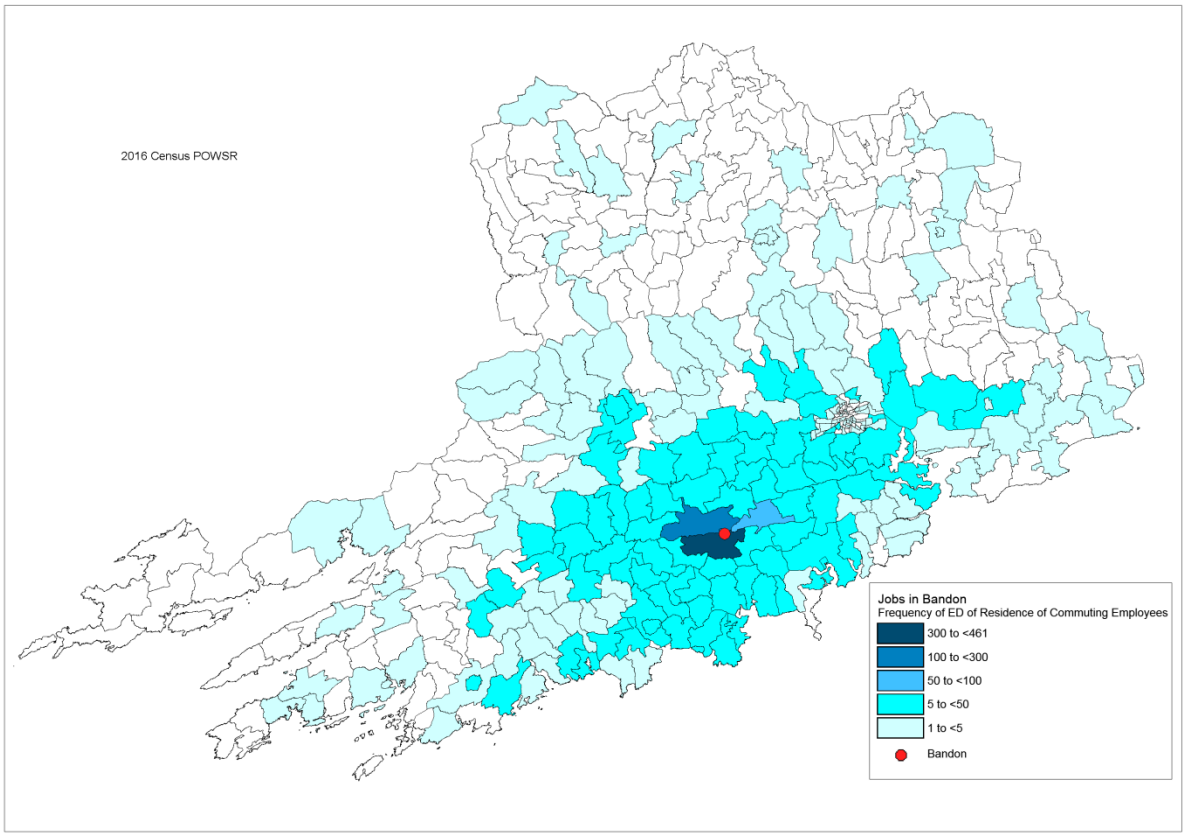
Whitegate/Aghada



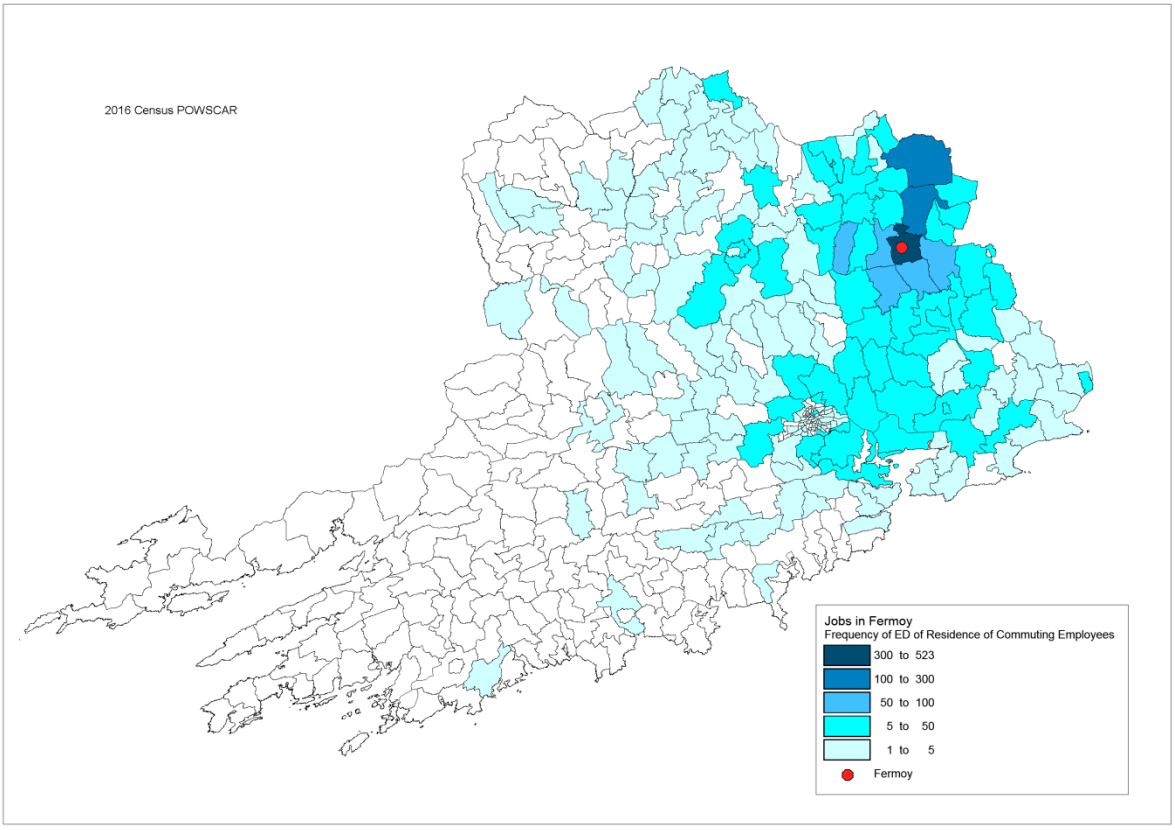
Appendix 2, figure 8: Jobs within Whitegate/Aghada 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Greater Cork Ring Towns

Bandon

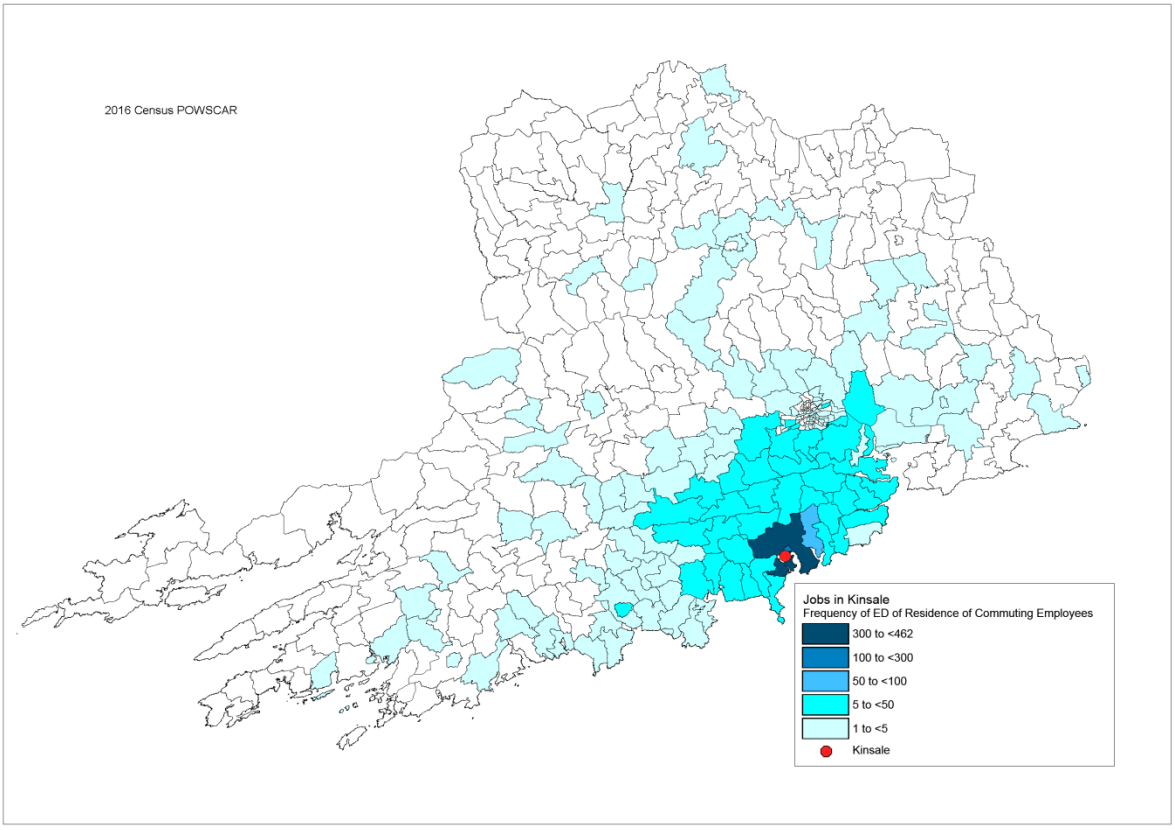


Appendix 2, figure 9: Jobs within Bandon 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

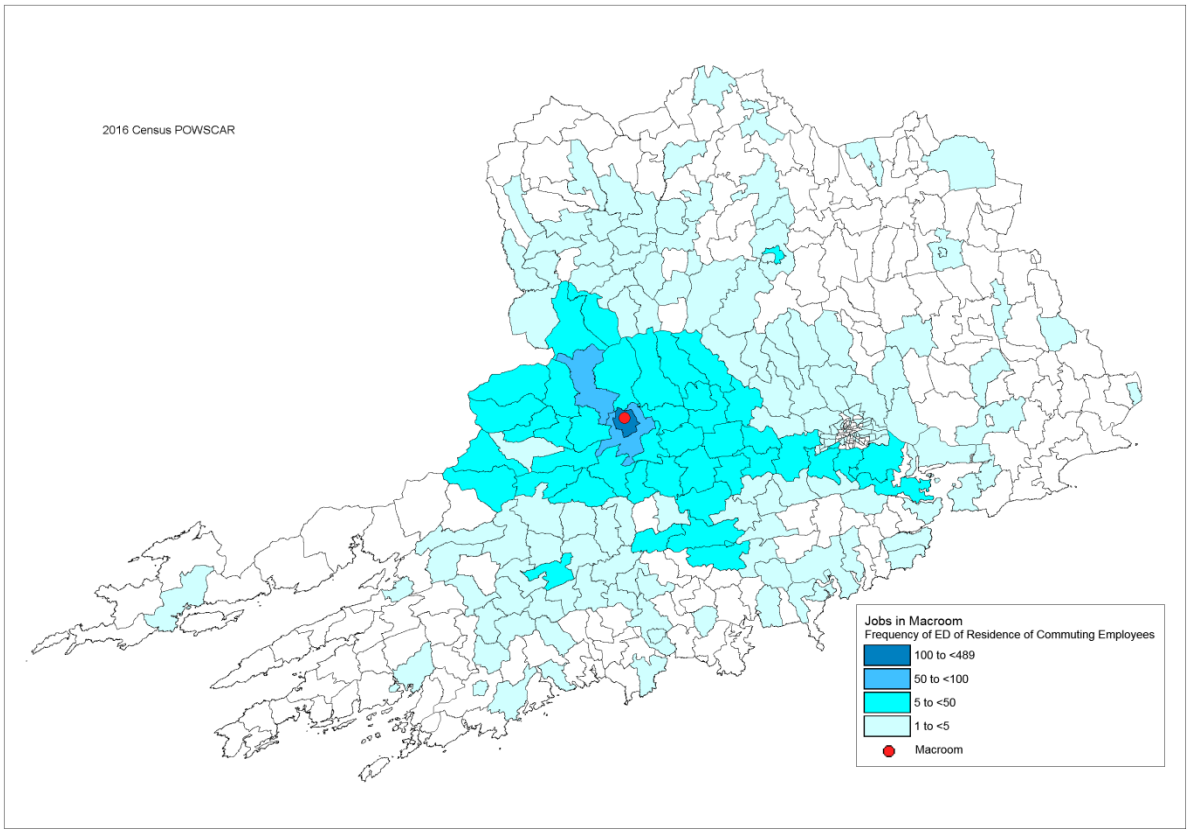


Appendix 2, figure 10: Jobs within Fermoy 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Kinsale

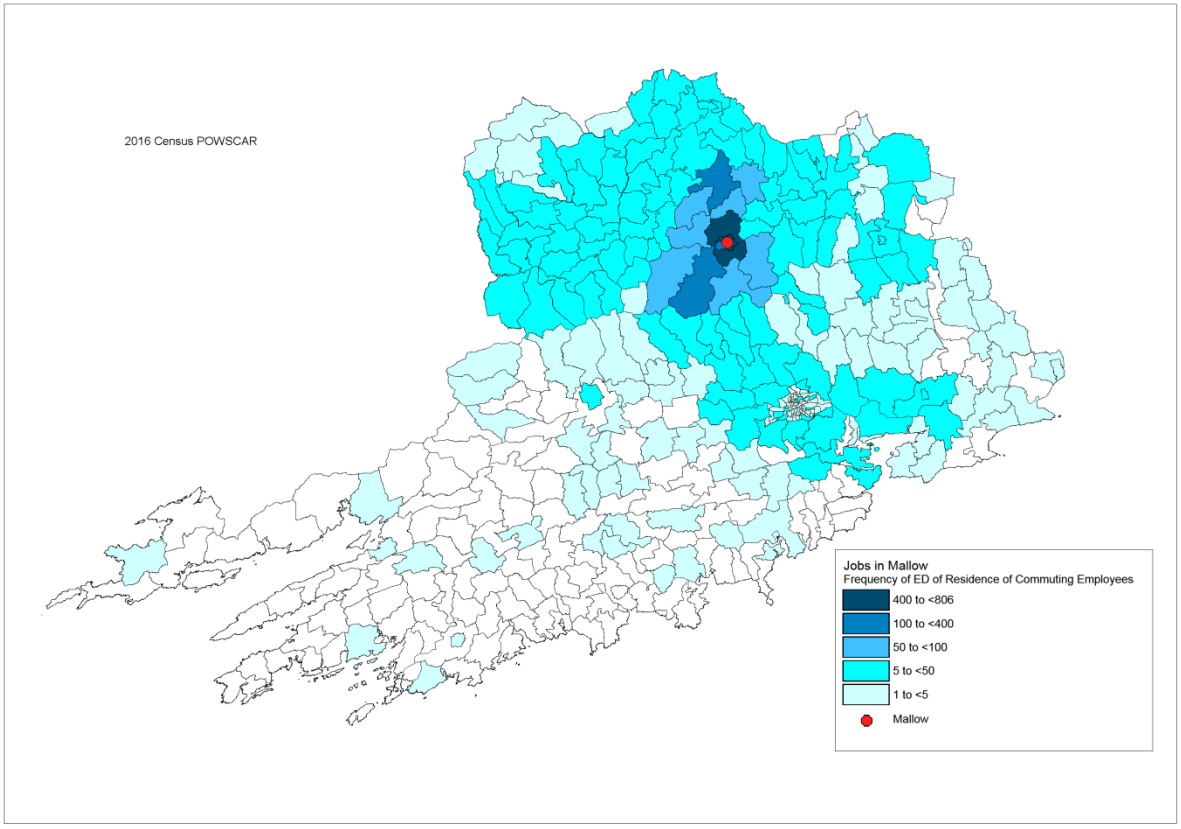


Appendix 2, figure 11: Jobs within Kinsale 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

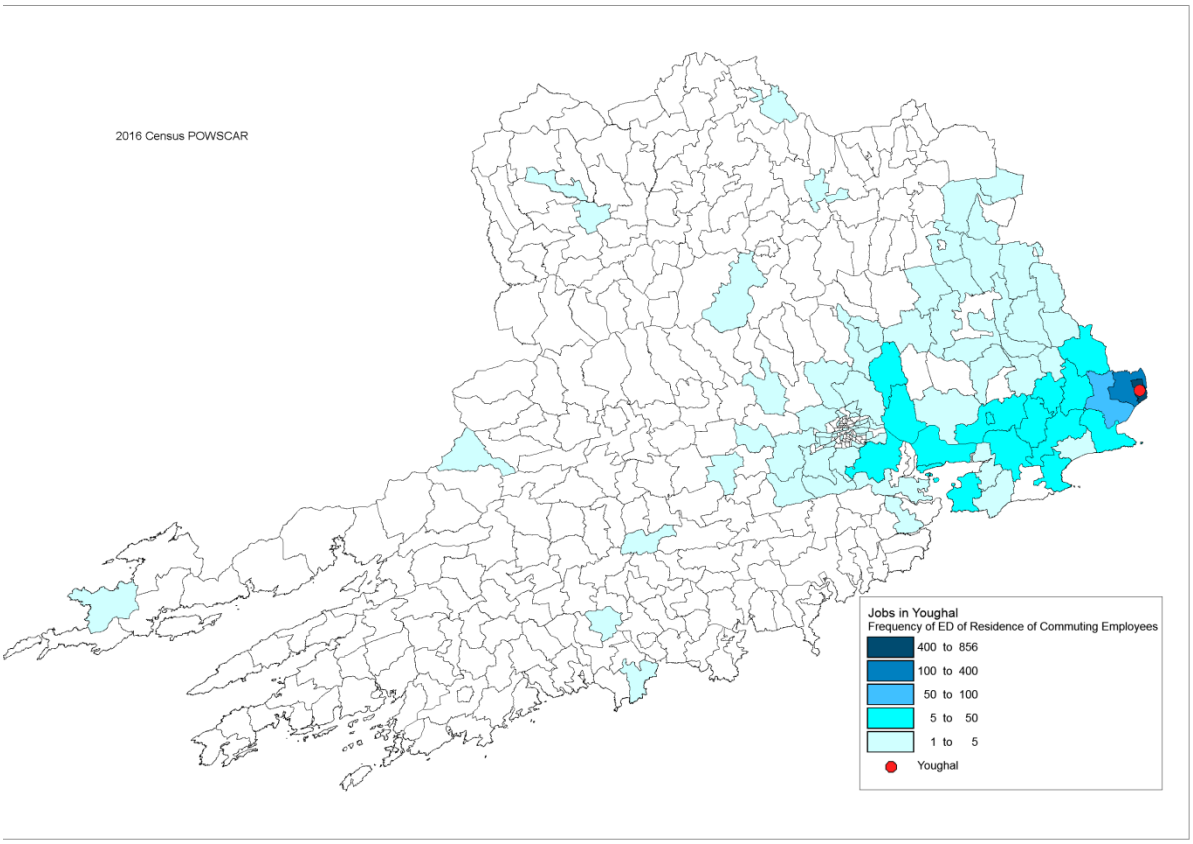


Appendix 2, figure 12: Jobs within Macroom 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Mallow



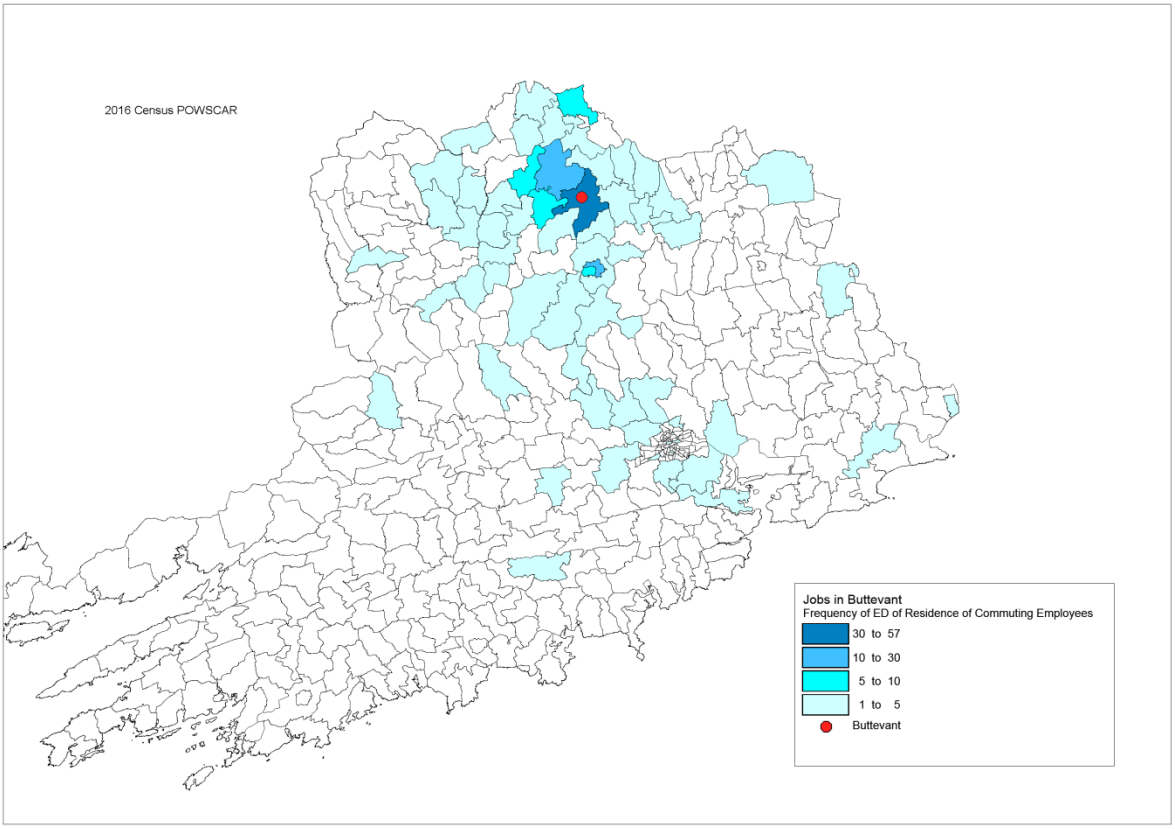
Appendix 2, figure 13: Jobs within Mallow 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016



Appendix 2, figure 14: Jobs within Youghal 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

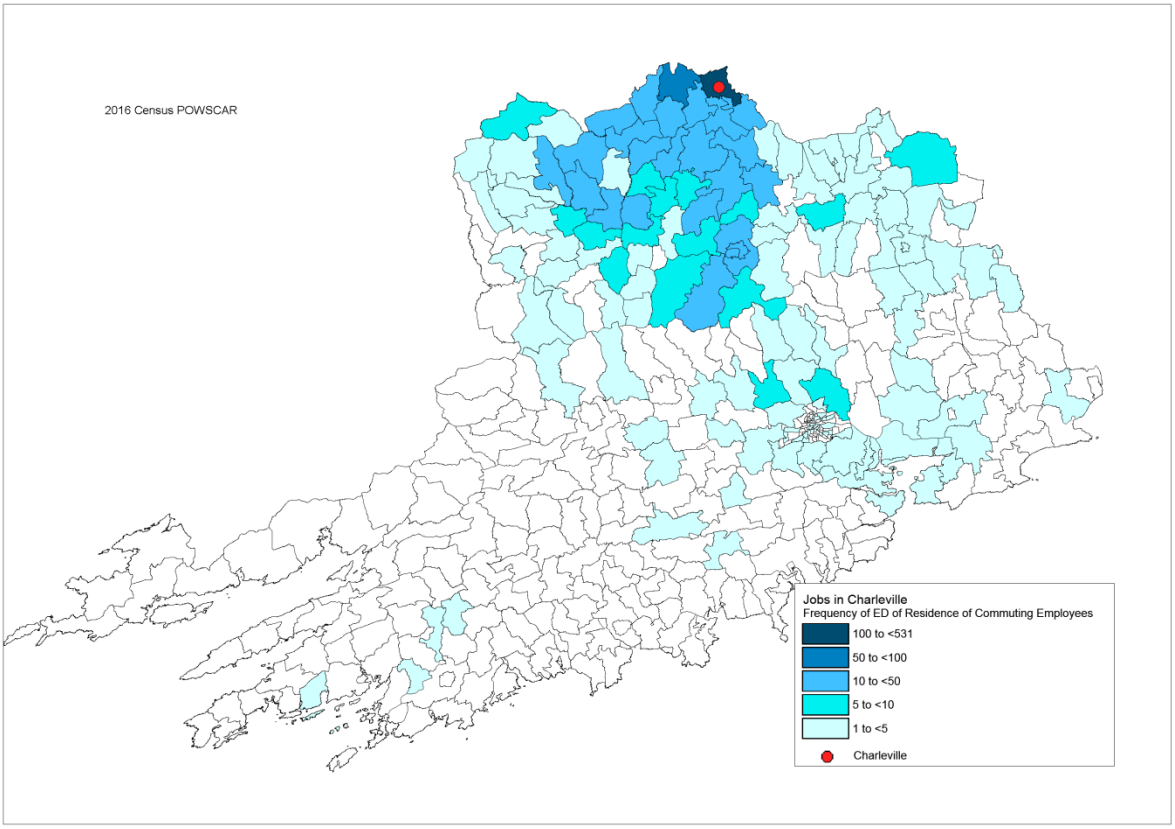
North Cork Towns

Buttevant



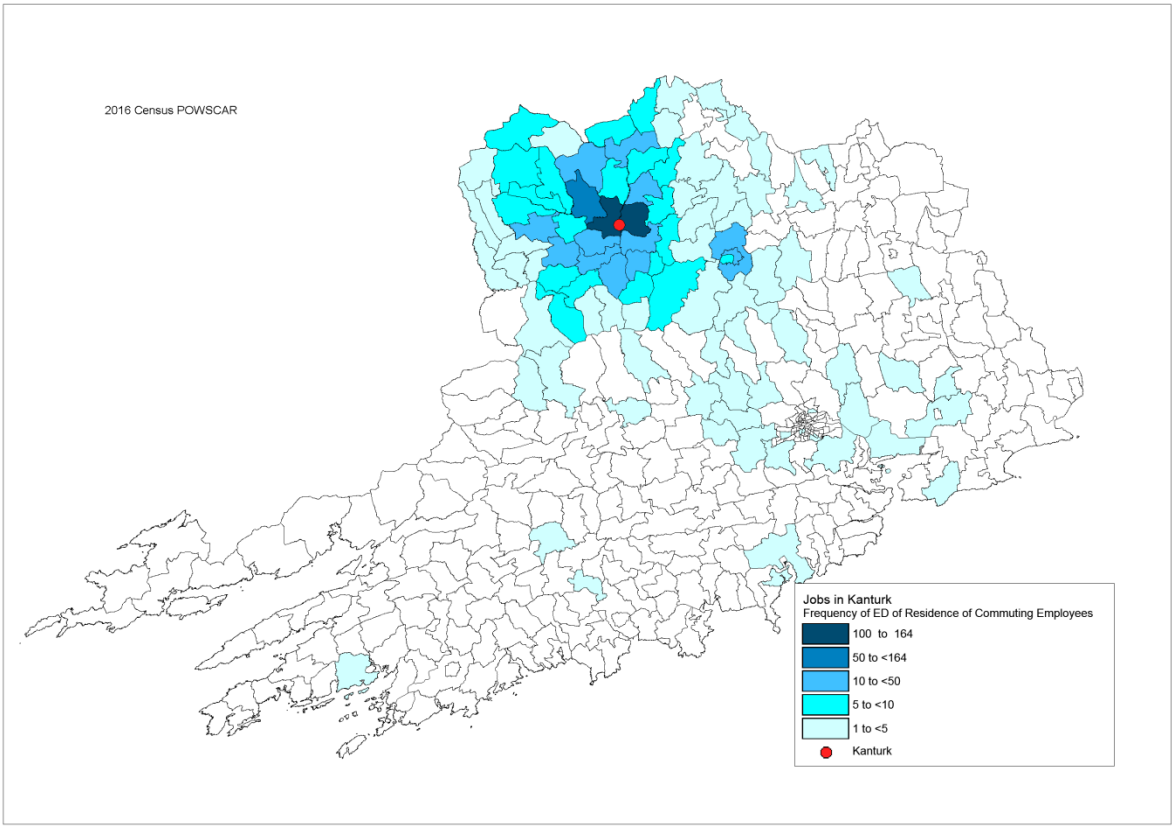
Appendix 2, figure 15: Jobs within Buttevant 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Charleville

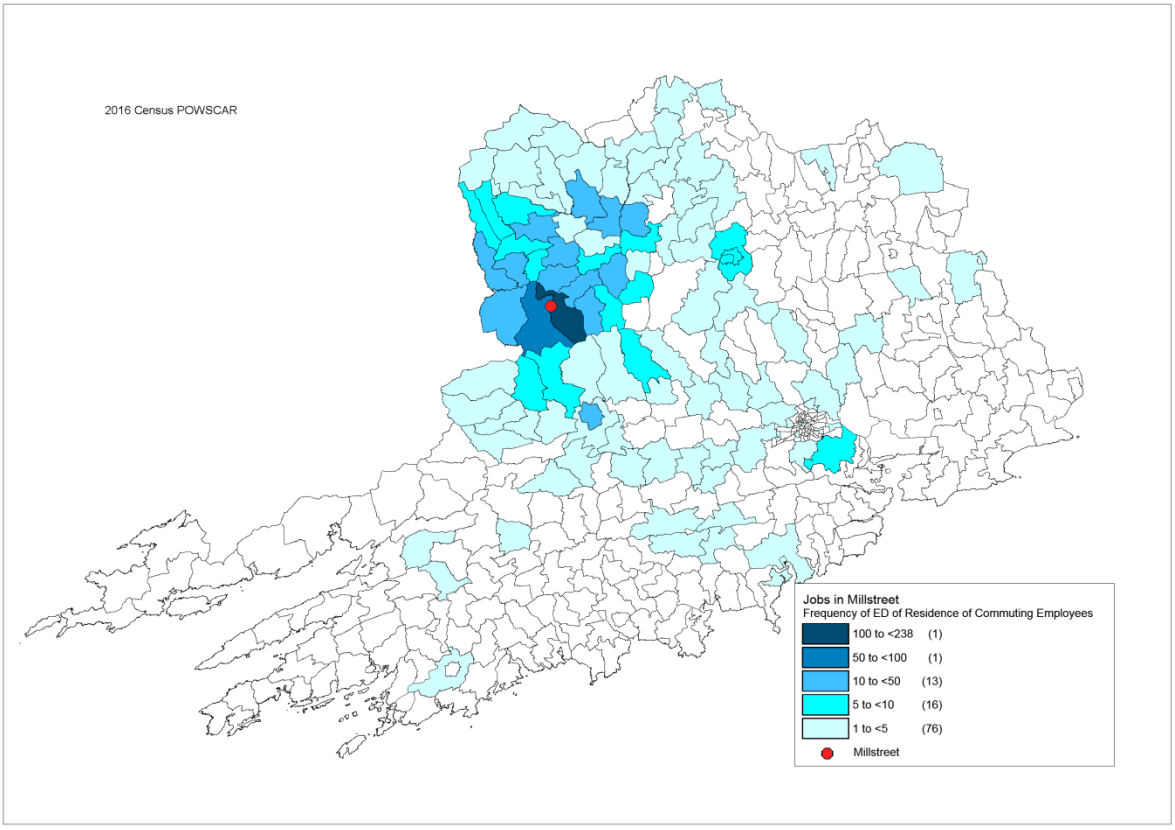


Appendix 2, figure 16: Jobs within Charleville 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Kanturk

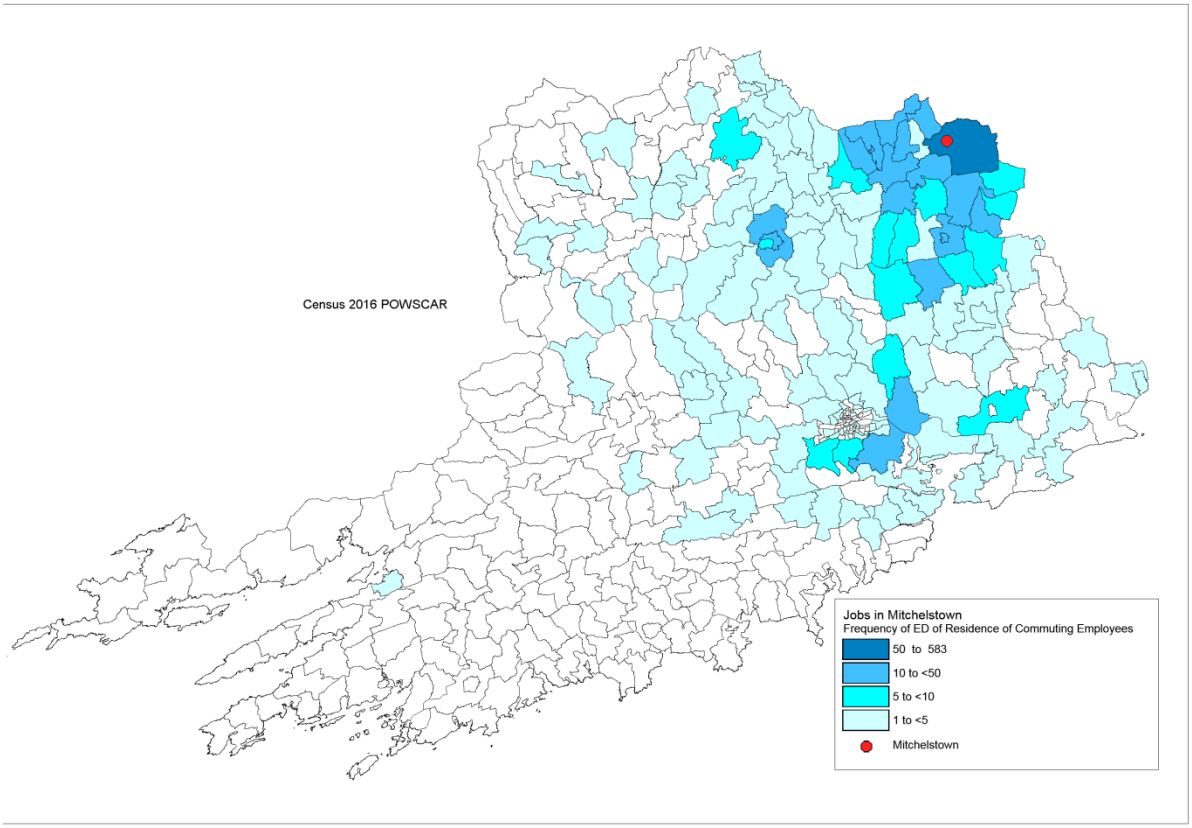


Appendix 2, figure 17: Jobs within Kanturk 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016



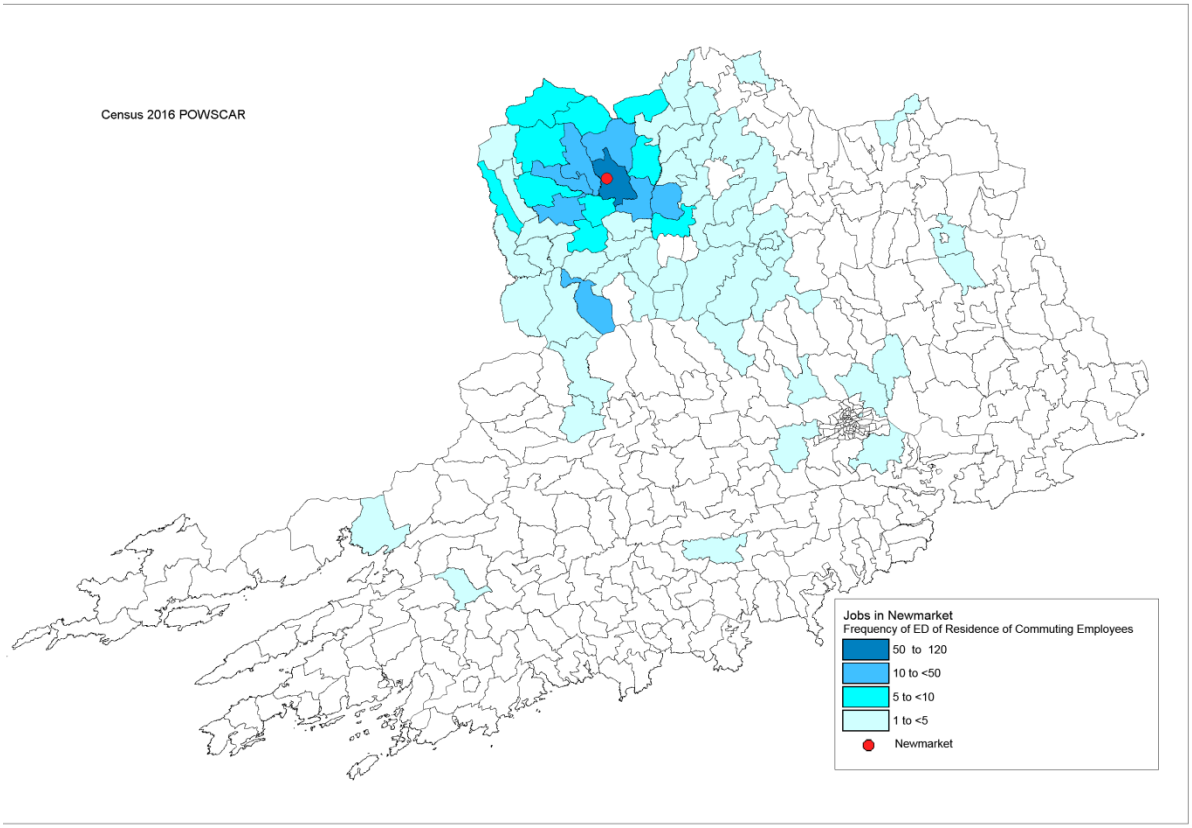
Appendix 2, figure 18: Jobs within Millstreet 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Mitchelstown



Appendix 2, figure 19: Jobs within Mitchelstown 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

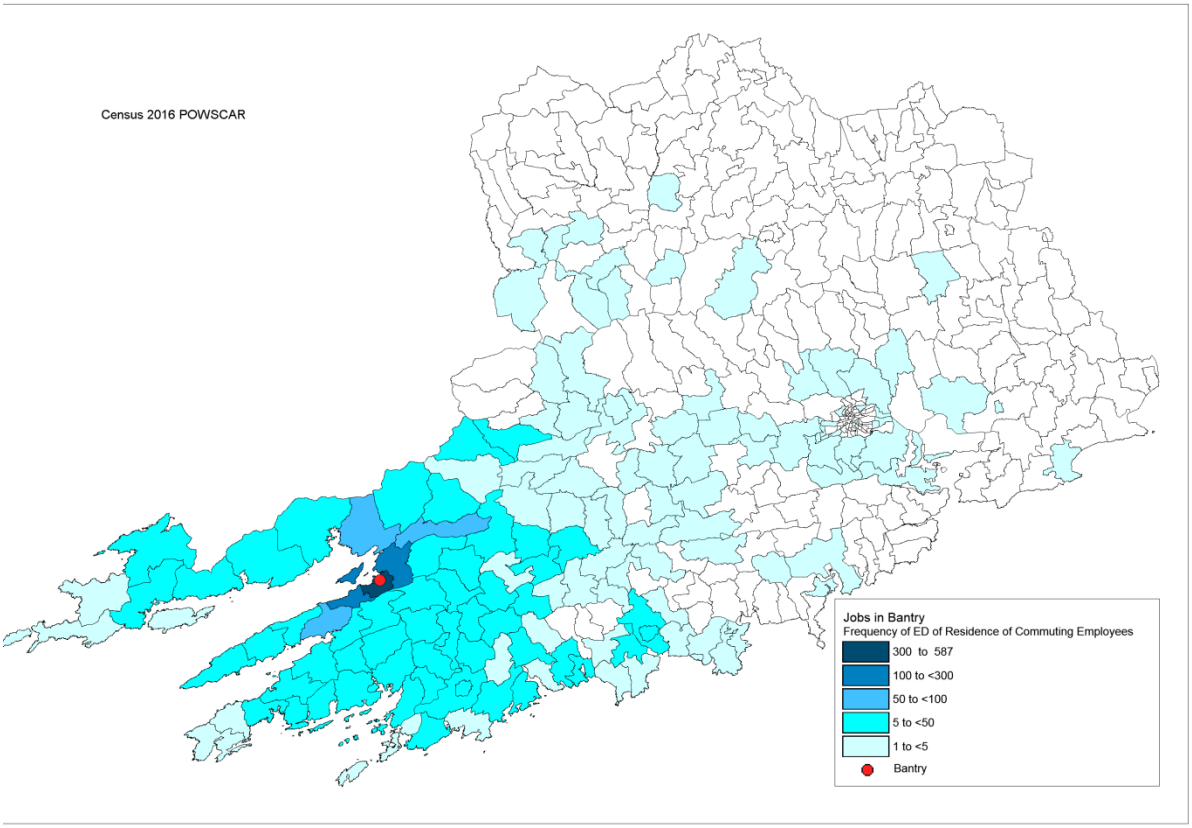
Newmarket



Appendix 2, figure 20: Jobs within Newmarket 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

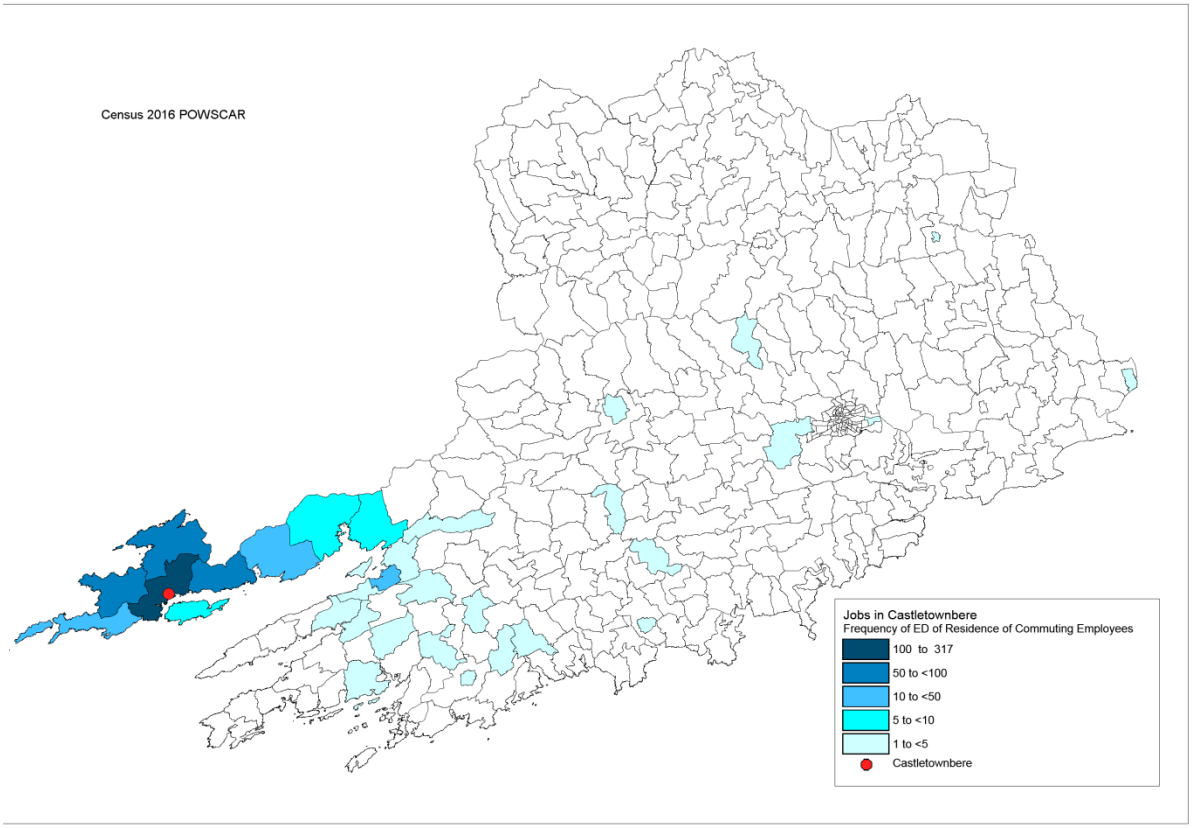
West Cork Towns

Bantry



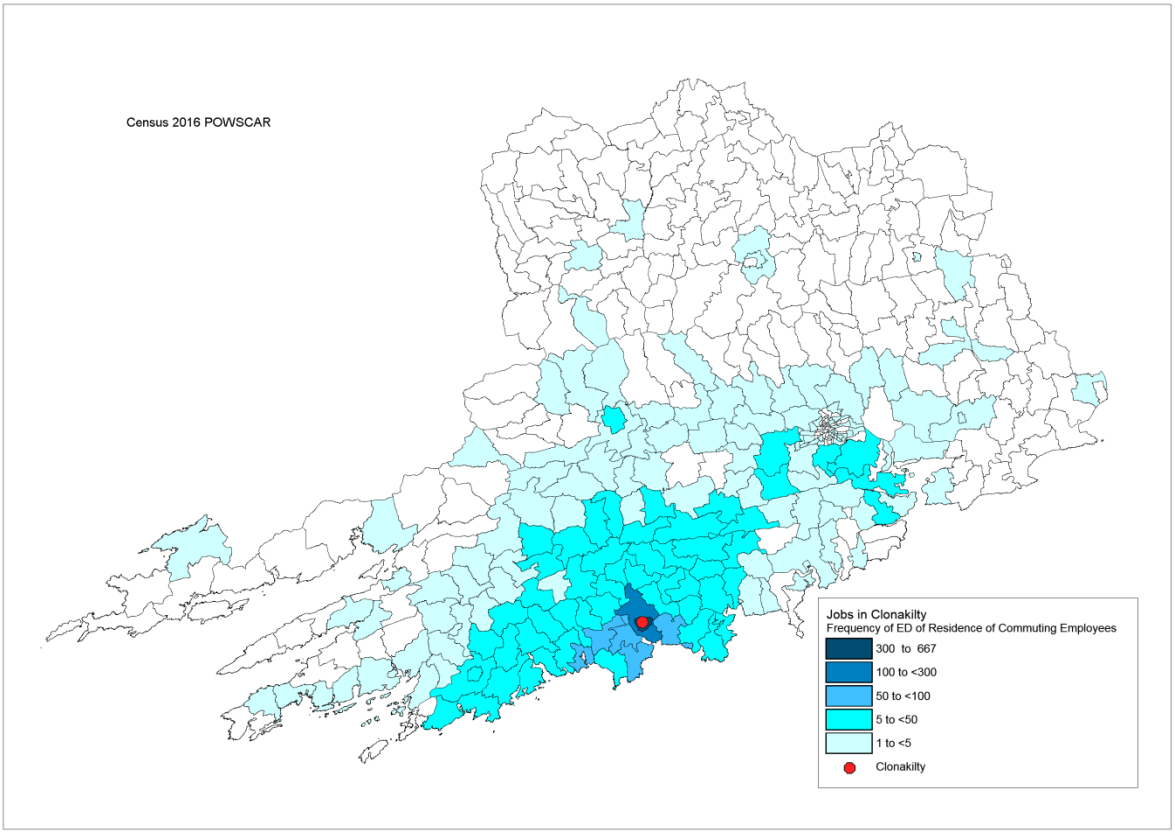
Appendix 2, figure 21: Jobs within Bantry 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Castletownbere



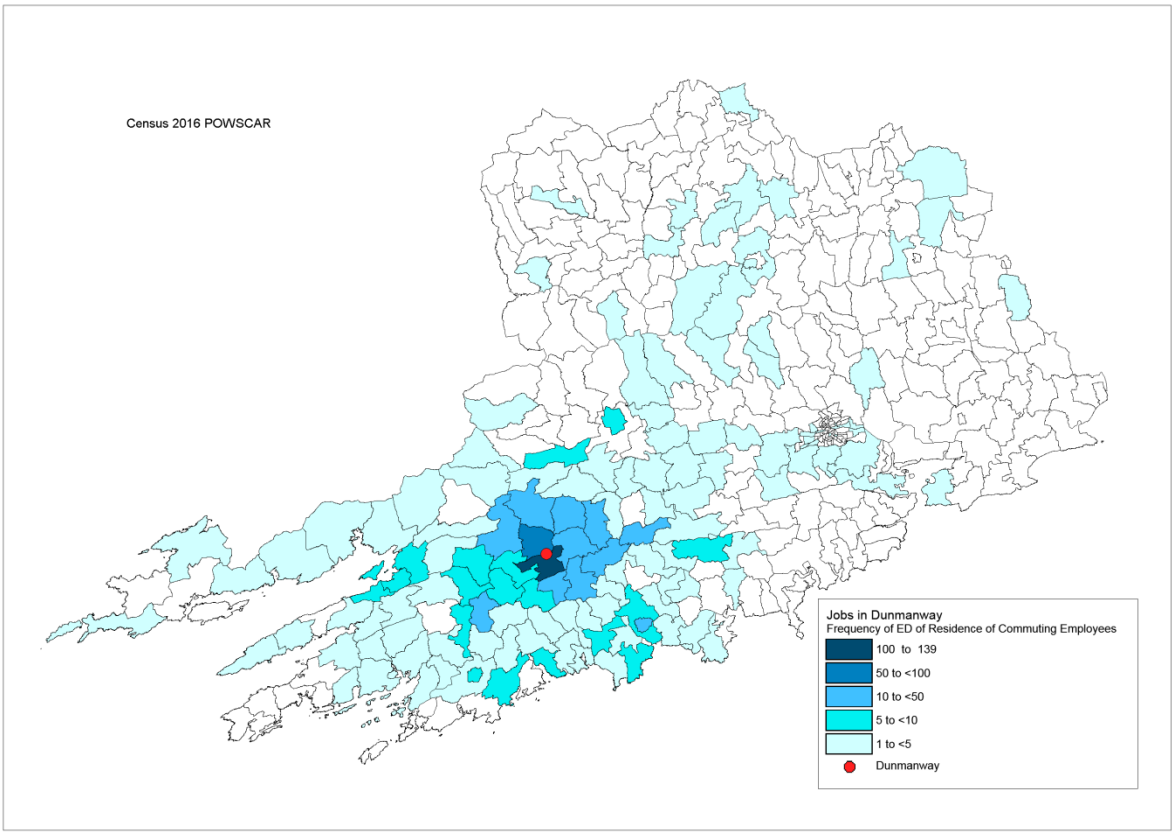
Appendix 2, figure 22: Jobs within Castletownbere 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Clonakilty



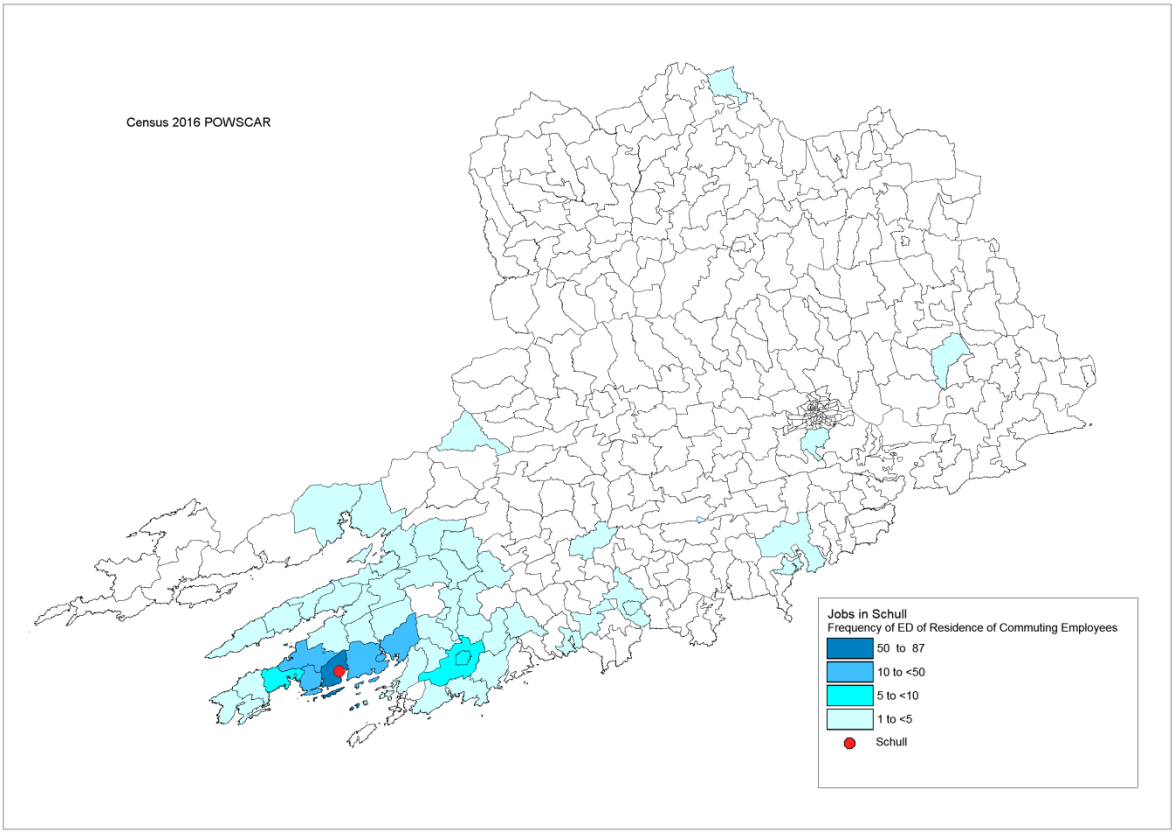
Appendix 2, figure 23: Jobs within Clonakilty 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Dunmanway



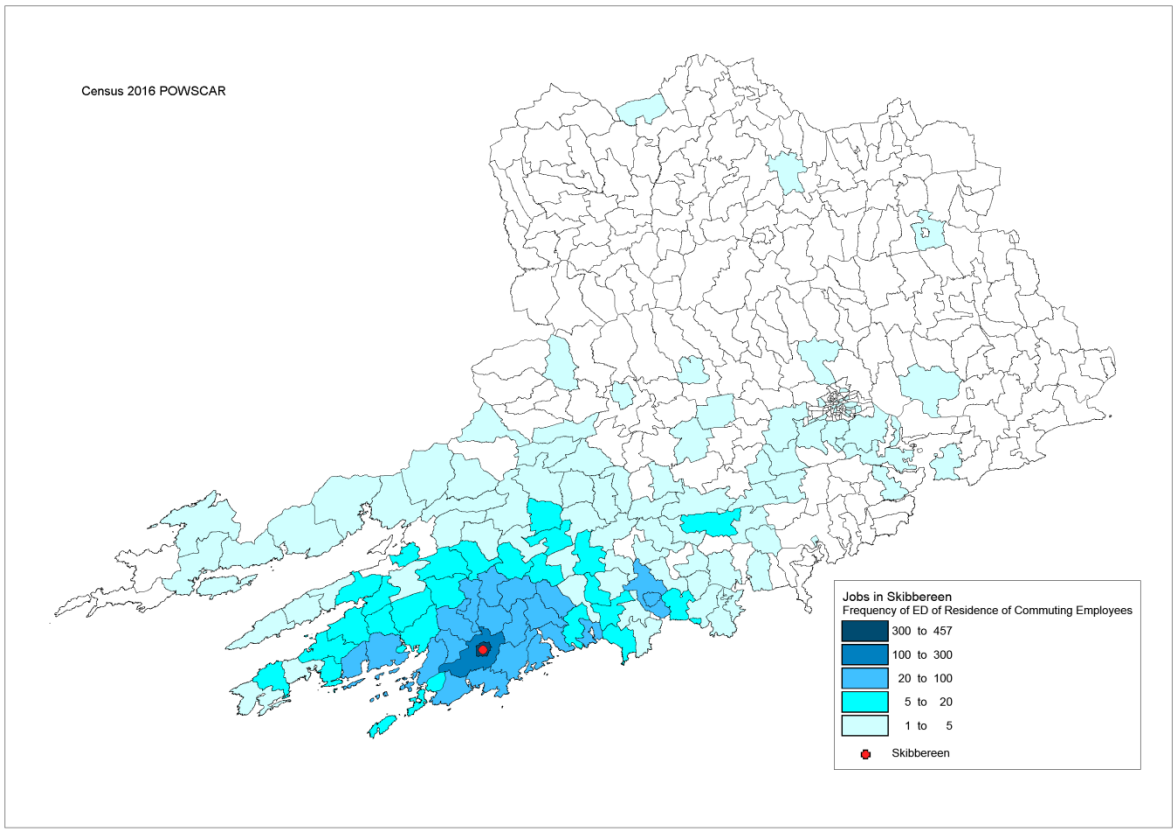
Appendix 2, figure 24: Jobs within Dunmanway 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Schull



Appendix 2, figure 25: Jobs within Schull 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016

Skibbereen



Appendix 2, figure 26: Jobs within Skibbereen 2017 LAP Development Boundary, Frequency Distribution of Electoral Division of Residence of Employees, Census POWSCAR 2016