



**CORK NORTHERN DISTRIBUTOR  
MULTI-MODAL ROUTE**

# Emerging Preferred Route Corridor

**27th February to 10th April 2025**

## Frequently Asked Questions (FAQ) Document





## What is the Cork Northern Distributor Multi-Modal Route?

The Cork Northern Distributor Multi-Modal Route (CNDMR) is a 14 kilometre road that stretches from Carrigrohane Road on the western side of the city to Glanmire on the eastern side, travelling around the northern part of Cork City (see map illustrating the route).

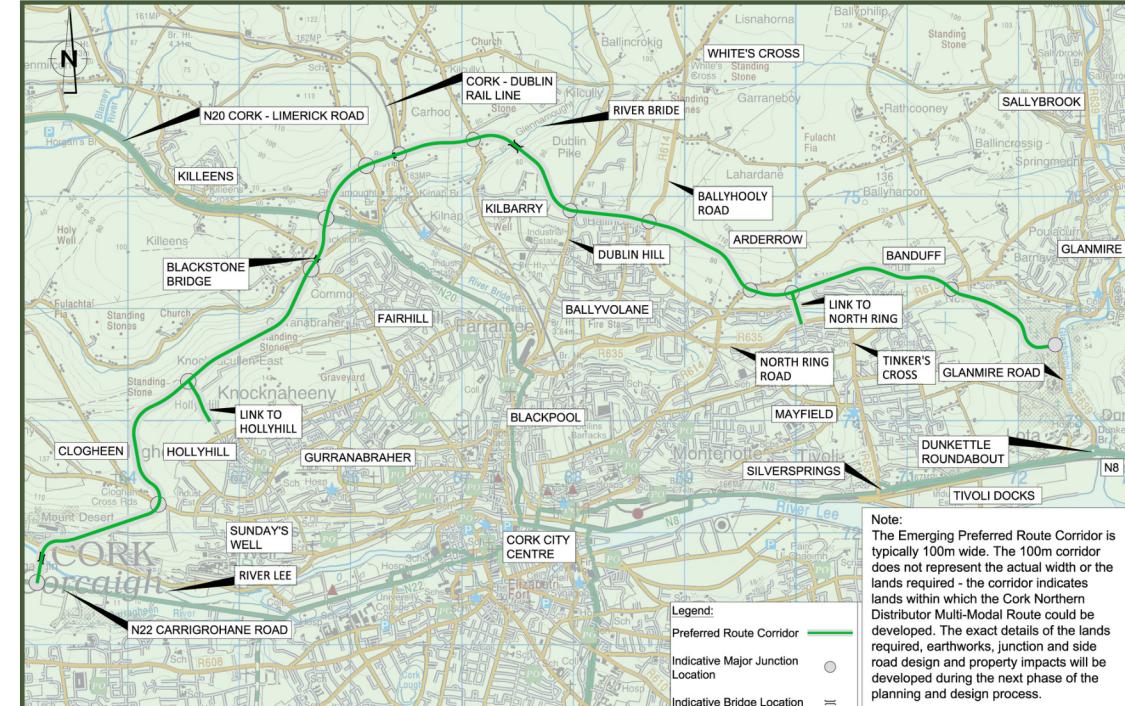
It is a proposed new route that includes dedicated lanes for cyclists, buses and general traffic. It will also provide high quality pedestrian paths and landscape areas.

## What is the purpose of the Scheme?

The purpose of the CNDMR is:

- To provide improved access for existing and future communities along the route and the wider city.
- To facilitate the sustainable development of the area.
- To provide a safe and sustainable route that includes dedicated lanes for pedestrians, cyclists, buses and traffic.

(See Illustration at Dublin Hill for Indicative Layout)





## What are the benefits of the CNDMR?

- It will improve connectivity for communities in the area (both existing and future).
- It will improve access to areas of employment.
- It will provide safe, dedicated infrastructure for bus services and general traffic.
- It will provide safe, dedicated infrastructure for cycling and walking.
- It will reduce traffic congestion along existing routes and within the City Centre.
- It will improve journey times.
- It is a 'critical enabler' for the sustainable development of Cork City.
- It will be delivered using best practice in sustainable and environmental principles.
- It will provide new and attractive landscaped public spaces.

## How is space shared on the CNDMR?

The CNDMR will provide dedicated space for pedestrians, cyclists, buses and traffic, and consist of the following:

- 1.0m street lighting landscaped areas on both sides
- 2.50m footpaths on both sides
- 3.25m two-way cycle tracks on both sides
- 1.50m planting buffer on both sides
- 3.25m bus lanes in both directions
- 3.0m traffic lanes in both directions



## How was the Emerging Preferred Route selected?

**The Option Selection Process** examined the route options against the scheme objectives and defined criteria through a three stage approach.

The stages of the Option Selection Process were carried out in accordance with the Department of Transport - Transport Appraisal Framework.

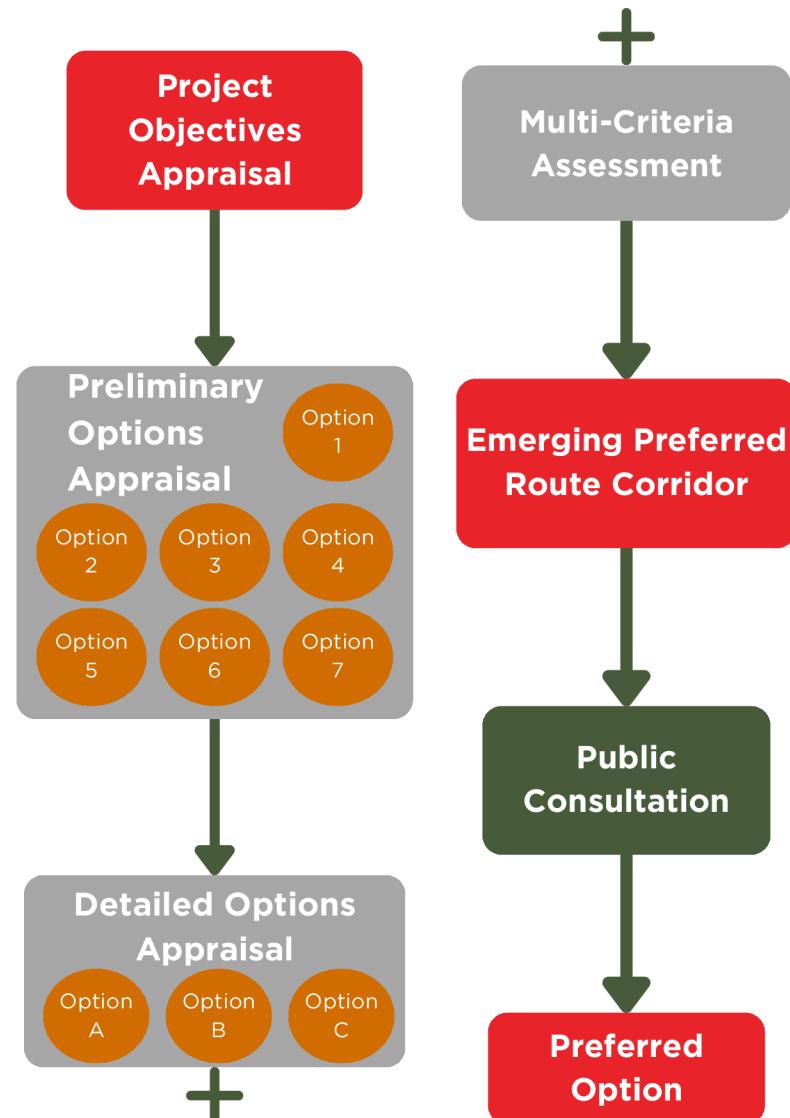
**Stage 1: Preliminary Options Appraisal** – Seven feasible options were developed and comparatively assessed using key performance indicators developed for each of the Project Objectives. In developing these initial options, the Project Team took due regard to the constraints within the Study Area, as defined in a Constraints Study that was carried out for the scheme.

These seven options went through a preliminary appraisal process and were reduced to three feasible options to bring forward to Detailed Options Appraisal.

**Stage 2: Detailed Options Appraisal** – The three shortlisted options were subject to a more detailed assessment process, against the following six recommended criteria: Accessibility; Social Impact; Land Use; Safety; Climate Change and Local Environment.

**The Emerging Preferred Route Corridor** is the option (or combination of options) that has been assessed as providing the optimum balance of benefits vs. impacts.

**Preferred Option** – This stage of the Option Selection Process will be undertaken after the current public consultation process. The feedback received from this public consultation process will inform and confirm the Preferred Route for the scheme.



## Why is this the Emerging Preferred Route Corridor?

The Emerging Preferred Route Corridor is the best performing option identified in the Option Selection Process. This is the option (or combination of options) that has been identified as the optimum with regard to the overall benefits and impacts based on criteria to be considered for transport projects.

These criteria are defined in line with the Department of Transport – Transport Appraisal Framework. Key drivers for the best performing option are:

- It met all the Project Objectives as defined for the project
- It performed highly positive under cost benefit, offering good value for money.
- It meets the needs of cyclists and pedestrians by offering a high level of accessibility.
- It offers the greatest opportunity for the compact urban growth of the city.
- It is less impactful than other options under the range of Environmental criteria.

The Emerging Preferred Route is typically shown as 100 metres wide – this 100 metre wide corridor indicates the lands within which the scheme could be constructed. The actual scheme (or road) will be approximately 30 metres wide and will include footpaths, cycle lanes, landscaped areas, bus lanes and general traffic lanes, however it may be wider than 30 m in places where ground levels have to be raised or lowered.

## What is the need for the project?

The CNDMR is critical to the sustainable development of Cork City, and is a ‘critical enabler’ for the wider Cork Metropolitan Area Transport Strategy (CMATS), for the following reasons –

- The CNDMR is a sustainable transport corridor with multi-modal provision, including bus lanes, cycle lanes and generous pedestrian space, offering real alternatives to car travel and thus encouraging significant modal shift. The CNDMR provides direct access to zoned lands and will facilitate the growth of the city in a compact manner and support the overall goals of the National Planning Framework in terms of projected population growth.
- The CNDMR will provide for orbital movements north of the city thereby reducing traffic flows on radial routes through Cork City Centre. This allows for wider benefits such as facilitating the delivery of bus priority measures identified through the BusConnects programme, facilitating environmental improvements in the city centre and supporting a more vibrant city centre.
- The CNDMR will facilitate high-quality public realm zones, creating safe and attractive spaces for community interaction and congregation.

## What are the Project Objectives?

The CNDMR specific Project Objectives are outlined below and are aligned with the Transport Appraisal Framework (TAF) criteria headings, to enable measurement of Key Performance Indicators (KPIs). The objectives are summarised as follows:

Criteria	Project Objectives
<b>Transport User Impacts and other Economic Impacts</b>	<ul style="list-style-type: none"> <li>To deliver a scheme that provides value for money for the state.</li> <li>To provide a sustainable transport route with journey time reliability from the eastern to western side of Cork City serving existing and planned communities within the northern side of the city and beyond.</li> <li>To improve the attractiveness of the northern side of Cork City for investment in employment and residential developments.</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>To improve accessibility to jobs and services by all modes and reduce dependency on the private car.</li> <li>To create high quality, safe and convenient dedicated active travel infrastructure serving adjoining communities.</li> <li>To form part of a series of integrated transport provisions for Cork City as part of CMATS.</li> <li>To facilitate the rollout of sustainable transport measures and promotion of non-car travel patterns.</li> <li>To link communities and workplaces by sustainable and active travel modes.</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>To provide a sustainable transport route centred on non-car based transport modes to unlock the significant development potential along the northern side of Cork City</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>To achieve a reduction in road traffic accidents within the Cork Metropolitan Area.</li> <li>To provide a safer environment for cyclists.</li> <li>To provide a safer environment for pedestrians and other vulnerable road users.</li> </ul>
<b>Climate Change</b>	<ul style="list-style-type: none"> <li>To support the achievement of carbon emissions targets for the transport sector under the Climate Action Plan, by reducing operational carbon emissions from vehicles within Cork.</li> <li>To facilitate and promote active travel and sustainable public transport thereby reducing emissions in support of the Climate Action Plan and a healthier living environment.</li> <li>To facilitate increased physical activity through improving the attractiveness of cycling journeys within Cork.</li> <li>To facilitate increased physical activity through improving the attractiveness of pedestrian journeys within Cork.</li> </ul>
<b>Local Environment</b>	<ul style="list-style-type: none"> <li>To minimise impact on the natural environment within the study area by a process of avoiding sensitive receptors where possible, choosing options that minimise impact, and mitigating remaining impact .</li> <li>To reduce the negative impact of transport generated air and noise emissions.</li> <li>To protect existing communities and promote new communities through sensitive design and place making.</li> <li>To protect, and minimise the impact on, the built environment.</li> </ul>

## What's happening now?

The CNDMR is at Phase 2 Concept, Development and Option Selection of the NTA's Project Approval Process (see NTA flowchart).

The Project Team are seeking your feedback on the chosen Emerging Preferred Route Corridor for the scheme.

This round of public consultation is an important part of the decision-making process, as the feedback we receive will inform the final design of the Preferred Route.

The Preferred Route will then be taken forward to Preliminary Design Stage and Planning.

The CNDMR is still subject to further design, environmental, transport and other assessments before the design is confirmed.

Any decision to process with the scheme will be subject to further public consultation and ultimately to a statutory planning application to An Bord Pleanála.

NTA PHASES AND GATEWAYS (For Infrastructure Projects and Programmes)			
Phase/ Title	Key Deliverables	Gateway	Gateway Decision
<b>Phase 1</b> Scope and Purpose	Grant Application Form Project Outline Document <sup>1</sup>	Gateway 1	Decision to commence project and proceed to next Phase including Option development
<b>Phase 2</b> Concept Development and Options Selection	Project Execution Plan Feasibility Report Options Selection Report	Gateway 2	Decision to develop the Preferred option to Preliminary Design level
<b>Phase 3</b> Preliminary Design	Preliminary Design Report Preliminary Business Case <sup>2</sup>	Gateway 3	Decision to proceed to Statutory Process Stage
<b>Phase 4</b> Statutory Processes	Planning Documentation Planning Outcome Report	Gateway 4	Decision to proceed to further design and develop tender documentation
<b>Phase 5</b> Detailed Design and Procurement	Detailed Design Report Procurement Strategy & Tender Documents Detailed Business Case Tender Report Final Business Case	Gateway 5A <sup>3</sup> Gateway 5B <sup>3</sup>	Decision to proceed to tender for construction / implementation Decision to enter into contracts for construction / implementation
<b>Phase 6</b> Construction and Implementation	(Reporting Requirements) Final Account Report	Gateway 6	Confirmation that the works are complete and that a Project Completion Report should be prepared

## How to provide your feedback?

Information on the CNDMR is available at: <https://cndmrpublicconsultation.ie> or by scanning the QR code.

All project information, including an interactive map of the Emerging Preferred Route Corridor and a consultation questionnaire is available to view and submit online.

**The consultation period runs from Thursday 27th February 2025 to Thursday 10th April 2025.**

You can give your feedback online, in person at our open day events, or by post to:

*CNDMR Public Consultation, Infrastructure Development Directorate, Cork City Council, City Hall, Anglesea Street, Cork, T12 T997.*

The Project Team will be available in person to answer any queries at the following dates and locations:

-  **Wednesday 5th March at Clayton Hotel Silversprings, Tivoli, Cork, T23 E244 between 10am and 8pm.**
-  **Wednesday 12th March at Maldron Hotel, Shandon, Cork, T23 A9TF between 10am and 8pm.**
-  **Friday 21st March at Blackpool Shopping Centre, Blackpool, Cork between 10am and 8pm.**
-  **Tuesday 25th March at City Hall, Cork between 10am and 5pm.**



Information boards and maps will be available to view throughout the consultation period during opening hours in the following Cork City Library branches: Glanmire, Mayfield, Blackpool, Blarney, Hollyhill, Central Library Grand Parade.

## How will my feedback be used?

Feedback and submissions received throughout this consultation will be considered by the Project Team in order to identify the Final Preferred Option, thus completing the Options Selection phase.



## **My property is close to or within the corridor. How will this impact me?**

The project is currently at the Options Selection phase in accordance with the NTA's Project Approval Guidelines. Landowners whose properties are located within the Emerging Preferred Route Corridor are encouraged to attend our public consultation open days and engage with the Project Team.

It is important to note that the 100m corridor does not represent the actual width of the scheme or the lands to be acquired - the corridor indicates lands within which the scheme could be developed.

The Project Team will make every effort to minimise the impact of this improvement scheme on private landholdings. Where it is necessary to acquire lands to accommodate the improvements, the Project Team will be liaising directly with impacted landowners.

It should be noted that the boundary of the Emerging Preferred Route Corridor may be subject to change as the project develops, to address any new or previously unidentified constraints emerging during the design process.

## **How will the project affect planning applications within the corridor?**

Cork City Council Planning Department has the responsibility for planning and managing development within the study area for the scheme. New planning applications within the study area may have an impact on the delivery of this project.

Planning applications and new developments may still be granted within the study area, however as some planning applications may affect the project all relevant planning applications will be reviewed by the Project Team. Each application will be considered on a case-by-case basis.



## **When will the Final Preferred Option be identified?**

Based on the current project programme, it is anticipated that the Final Preferred Option will be identified in Q2 2025, following the completion of the public consultation process.

## **How likely is the scheme to be built?**

The project has strong support at national and regional policy level. The National Development Plan (NDP 2021 to 2030) is a key policy document which supports the delivery of the Cork Metropolitan Transport Strategy (CMATS), of which the CNDMR scheme is a critical enabler.

The CNDMR scheme is also clearly identified within the Cork City Development Plan as critical infrastructure to be delivered as part of CMATS.

All levels of policy support the concept of developing a multi-modal transport corridor for north Cork City, which can act as a key enabler for compact and sustainable growth in the area, and support a shift to sustainable transport modes. The CNDMR scheme is clearly a scheme that needs to be delivered and prioritised at national, regional, and local level.

However, the advancement of the project is still subject to ongoing funding and statutory approvals.

## **Is the CNDMR the same as the North Ring Road?**

No, the CNDMR is not the same as the North Ring Road. The North Ring Road is a proposed outer ring road that would connect the M8 to the N22 to cater for national strategic traffic movements. The North Ring Road has been proposed since the 1980s and is still a long term objective for Cork City and forms part of the Cork Metropolitan Area Transport Strategy (CMATS). The CNDMR was first proposed under CMATS which was published in 2020 and identified the need for second (inner) east-west road on the north side of the city.

## **The CNDMR is identified as a “critical enabler” for CMATS as it:**

- Creates opportunities for sustainable development of existing land banks in the Northern Cork Metropolitan
- Facilitates the rollout of sustainable transport measures including public transport services for the North Cork Metropolitan City area
- Facilitates the introduction of a HGV ban within the City Centre
- Serves the requirements of local traffic demand in the northern CMA: and
- Allows for the downgrading of national routes entering Cork City, which can therefore allow for the prioritisation of sustainable modes on these routes.