

## Appendix A – Issues Paper Submission

Strategic Submission by UCC to the Issues Paper of  
Cork City Development Plan 2022 to 2028

21<sup>st</sup> August 2020

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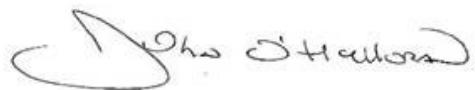
As a key stakeholder of Cork City, University College Cork (UCC) is pleased to contribute to the development of the draft City Development Plan. UCC would welcome the opportunity to meet with the executive of Cork City Council to further outline its strategic plans and objectives and how both entities might progress these plans together.

UCC would like to see the recognition of Cork as a University City, acknowledging the University's commitment to the facilitation and delivery of lifelong and lifewide learning across the city and the important role it plays in the city's social, economic and cultural fabric. The University's commitment to Cork City is further enhanced by innovative cross-community collaborations like the University's partnership with Cork Opera House and with other UCC flagship buildings - the Tyndall National Institute, the Centre for Architectural Education, an important partnership with CIT, and the UCC Centre for Executive Education - all now firmly embedded in the city. The proposed Cork University Business School (CUBS) building, which will bring over 4,000 students into the heart of the City, represents a further, significant advance in the University's city centre presence, further consolidating Cork's position as a learning city. UCC would like to see the University's rich contribution to Cork's economy, environment, culture, society and diversity recognised and strengthened in the forthcoming Development Plan, in line with national and regional policy objectives.

Equally, the University is committed to playing an important role in the continued regeneration, expansion and development of the city and looks forward to working with Cork City Council as a partner in education and innovation, delivering the ambitious growth targets and sustainable development objectives set for the City to everyone's advantage. UCC is ranked among the best universities in the world for sustainable development (assessed against the UN's Sustainable Development Goals). The SDGs are a critical part of the UCC mission and academic strategy.

UCC would be happy to share our experience and practice and continue to collaborate with Cork City Council in order to continue to grow and develop Cork City as a great place to live, work and learn.

Yours sincerely,



**Professor John O'Halloran,  
Acting President / Deputy President & Registrar.**



**Mr Mark Poland,  
Director of Buildings & Estates.**

21 August 2020

# Review of Cork City Development Plan

## Strategic Submission by University College Cork



## Contents

1	Introduction .....	3
2	Context and Vision of UCC.....	4
2.1	Overview .....	4
2.2	Academic.....	5
2.3	Economic .....	5
2.4	Research and Innovation.....	6
2.5	Culture.....	7
2.6	Diversity and Inclusion .....	8
2.7	Amenity.....	8
2.8	Environment .....	9
3	Submission Request.....	10
3.1	Recognition of UCC's Contribution to Cork.....	10
3.2	Growth of the University .....	10
3.3	Student Housing .....	12
3.4	Diversity and Inclusion .....	13
3.5	Connectivity and Sustainable Travel Modes .....	13
3.6	Site Specific Issues .....	14
4	Summary .....	16

This submission was prepared with the support of McCutcheon Halley, Chartered Planning Consultants.

## 1 Introduction

As a key stakeholder of Cork City, University College Cork (UCC) is pleased to contribute to the development of the draft City Development Plan. UCC would welcome the opportunity to meet with the executive of Cork City Council to further outline its strategic plans and objectives and how both entities might progress these plans together.

The current 2015 Cork City Development Plan (2015 CiDP) recognises the importance of education to the City, noting in Objective 3.14 that it is an objective to:

*Recognise the contribution of the major education and health institutions of Cork City to the overall economy of the city and their role in training, innovation and research and to support their continued operation and, where appropriate, expansion.*

The national and regional policy objectives for Cork City are for robust growth in employment and population. It is envisaged that Cork City will grow from a population of around 211,000 in 2016, to up to 286,000 in 2031. The Project Ireland 2040 - National Planning Framework (NPF) notes that to achieve significant growth in Cork, it will be necessary to grow and diversify Cork's employment base, creating the conditions to attract and retain talent, innovators and entrepreneurs. The NPF identifies that a key enabler for the project growth is the continued expansion of and integration with the City's third level institutions. This importance is reflected in the 2020 Regional Spatial and Economic Strategy for the Southern Region (RSES), which notes that a key driver for economic growth will be the City's institutions of higher education.

UCC is a globally oriented university and would like to see the recognition of Cork as a University City, acknowledging the University's commitment to the facilitation and delivery of lifelong learning across the city and the important role it plays in the city's social, economic and cultural fabric. The University's commitment to Cork City is further enhanced by innovative cross-community collaborations like the University's partnership with Cork Opera House and with other UCC flagship buildings - the Tyndall National Institute and the Centre for Architectural Education, an important partnership with CIT - all now firmly embedded in the city. The proposed Cork University Business School (CUBS) building, which will bring 4,000 students into the heart of the City, represents a further, significant advance in the University's city centre presence, further consolidating Cork's position as a learning city. UCC would like to see the University's rich contribution to Cork's economy, environment, culture and society recognised and strengthened in the forthcoming Development Plan, in line with national and regional policy objectives.

Equally, the University is committed to playing an important role in the continued regeneration, expansion and development of the city and looks forward to working with Cork City Council as a partner in education and innovation, delivering the ambitious growth targets and sustainable development objectives set for the City to our mutual advantage.

## 2 Context and Vision of UCC

### 2.1 Overview

UCC is an award-winning University with a global orientation. It is ranked in the top 2% of universities in the world. It currently has a student population of around 21,000 full time equivalent students. The overall student body includes 15,000 undergraduates; 4,400 postgraduates; and 2,800 are adults in part-time continuing education. Its student body includes around 3,300 international students from more than 100 countries, and it has a staff of 2,800, making the University one of the largest employers in the region. UCC plays a pivotal role in the distinctive atmosphere of Cork City, establishing it as a City of learning. UCC has ongoing partnerships with institutions worldwide through research academic agreements etc. It excels in its focus on sustainability, being the first 3<sup>rd</sup> level institute worldwide to receive the Green Campus Award<sup>1</sup>. The University's vibrant student population add to the progressive and outward facing perspective of the City and contribute to its reputation as a dynamic and attractive place to live, study and work.

In 2015 Cork achieved an UNESCO award as a Learning City, one of only 3 cities in Europe and one of 12 cities worldwide. The award recognises Cork's continuing excellence and commitment to lifelong learning.

UCC is a critical element of the innovation and entrepreneurship landscape in Cork. UCC's research and innovation activities are a major asset to the city region and a key enabling platform for economic development. With an aggregate research spend of over €100 million a year, and with 30% of this coming from non-exchequer sources and industrial partners, UCC has a powerful blend of basic and applied research, much of which is focused on real world problems. The University's research is globally connected and involves more than 4,000 collaborating entities across 140 countries globally. It boasts key research centres across a broad spectrum of disciplines such as the Tyndall National Institute (ICT), IPIC (photonics), APC Microbiome (microbiota), MAREI (energy, climate, marine), INSIGHT (data analytics) and INFANT (maternal and child health).

UCC works in collaboration with other third level institutions in the region. It offers joint programmes with Cork Institute of Technology (CIT) and will continue to develop collaboration when CIT join with the Institute of Technology Tralee to create the Munster Technology University (MTU).

The University is ambitious in its objectives for growth and world leading innovation, with its vision detailed in its Strategic Plan 2017 to 2022 supporting the national Higher Education strategy and Project Ireland 2040. It aims to grow its student numbers to 23,000 by 2022 and to continue to grow in line with demographic demands thereafter. Its ambitious Academic Strategy commits to a 'Connected Curriculum', which prioritises the education of well-rounded and skilled graduates, who are work-ready and globally facing. To accommodate this growth, UCC plans to increase its building stock by 20%, and in December 2016 the University secured a €100 million loan from the European Investment Bank to underpin its €241 million, 5-year capital expansion programme incorporating student accommodation, a new Science and Innovation Park and a new Cork University Dental School and Hospital. Including future capital investment plans, total investment in the medium term will be in the region of €400 million.

The key strategic aim for the University is to deliver an innovative academic mission, informed by the following goals detailed in the Strategic Plan:

- Implement an academic strategy to deliver an outstanding, student-centred teaching and learning experience with a renewed, responsive, and research-led curriculum at its core.
- Be a leading university for research, discovery, innovation, entrepreneurship, commercialisation, and societal impact.

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<sup>1</sup> Awarded by Foundation for Environmental Education, Copenhagen. Administered in Ireland by An Taisce.

- Create value for our community through an international outlook and informed and creative engagement on local and global issues.
- Attract, develop, support, and retain staff of the highest quality, thereby ensuring a diverse staff who are enabled to reach their full potential.
- Strengthen our infrastructure and resource base.

UCC contributes considerably to Cork's academic, economic, innovation, culture, diversity, amenity, and environmental structures, as discussed in section 2.2 to 2.8.

## 2.2 Academic

UCC is a globally ranked university and attracts a disproportionately high number of top school leavers compared to other universities. As a comprehensive University, UCC offers programmes across all disciplines and professions including the arts, humanities, social sciences, business, law, engineering, architecture, science, food science, medicine, dentistry, pharmacy, nursing, and clinical therapies. It has an impressive first year retention rate (93.4% for the academic years 2016/17 to 2017/18), putting it on par with some of America's elite third level institutions. Retaining its talented students is a one of the University's key targets. The underlying vision of the University's academic strategy is that of a Connected University, with enhanced synergy between teaching, research, and innovation, which offers a distinctive educational experience, promoting lifelong and life-wide learning. The University is acutely aware of the challenges facing an ageing demographic and undertakes research in this area and encourage active engagement of older people in ...

The academic excellence of UCC is critical to the potential of Cork to compete at a global level economically and contribute to the creation of a high-value employment market. The University embeds employability into its academic approach, as part of the Graduate Attributes Programme under the Academic Strategy. Most of the University's students have a work placement component to their programme. The World Economic Forum has suggested that more than 60% of today's students will work in jobs that do not currently exist. Third level education therefore needs to be focused on equipping students with the new knowledge and skills that prepare them for a changing society and an unpredictable world of work. UCC's Academic Strategy 2018-2022 states that:

*Embedding employability in the curriculum promotes life-wide learning, where a holistic approach is taken to the development of professional skills. Academic learning can be connected to the workplace through work-based learning opportunities or a range of pedagogies including problem-based learning, work-related project learning, field based, inter-professional and collaborative learning.*

*A holistic, multi-stakeholder approach to employability is encouraged, where educators, employers and students closely collaborate in facilitating individuals' development and articulation of employability skills, and where employability is embedded in curriculum design, delivery, and assessment.*

## 2.3 Economic

UCC's contribution to the Cork economy is substantial. The 2018 Economic and Societal Impact of UCC report (2018 ESI Report) provides an in-depth analysis of UCC's impact in Cork, identifying that the total economic impact in terms of Gross Value Added of UCC is €853m per annum. This output is produced for a €151m state investment, demonstrating an almost six-fold return for the Irish economy.

UCC directly employs around 2,800 staff. The 2018 ESI Report found that UCC supports almost 15,000 jobs on an annual basis, which equates to approximately 1 in every 15 jobs in Cork City and County.

The graduates of UCC also contribute considerably to the City and the national economy. The 2018 ESI Report found that graduates of UCC who remain and work in Ireland create extra economic value for the economy of up to €24.8 million in the first year after graduation, when compared to non-university graduates. UCC acts as a catalyst for growth in Cork and Ireland. It plays a lead role in attracting FDI to the Cork region and access to top talent and agile world-class research centres in the vicinity of Cork is a key reason why seven of the world's top ten pharma companies are located in Cork. The University also attracts international talent to study in Cork, many of whom remain as researchers, highly skilled employees, or entrepreneurs in the region.

The University is actively developing industry relevant research, training, and education in collaboration with local, national, and international companies and with Munster Technology University (MTU). The Human Capital Initiative has given us access to the national training fund which has accelerated this activity.

UCC has developed and hosts Ignite, Gateway and Health Innovation Hub Ireland which serve as accelerators for business and entrepreneurship, they are part of our platform for supporting future economic development.

The University also contributes to the economy in terms of its significant and positive business impact, stemming from its leading position in Research and Development, its role in attracting foreign direct and indigenous investment as well as its impact on innovation, entrepreneurship and training.

In 2020, UCC joined an alliance of eight European Universities of Post Industrial Cities (UNIC)<sup>2</sup>, funded by the European Commission, to fulfil their shared ambition to develop innovative and sustainable means of University collaboration that boost student and staff mobility, while fostering social inclusion and furthering societal impact. UNIC has a focus on regenerating post-industrial cities and using shared learning and collaboration to foster economic growth.

UCC's capital investment plan from 2016 to 2026 is in the region of €400million. This is a direct positive impact on the construction sector.

## 2.4 Research and Innovation

UCC is a global leader and catalyst for innovation in Cork with several outstanding research centres. UCC secures research funding of around €100m annually, enabling the University to undertake world class research in major Centres of Excellence. UCC places a strategic emphasis on innovation, entrepreneurship, commercialisation and societal impact. It consistently generates more licences of IP to industry annually than any other Irish university and has a growing portfolio of high-quality spin-out and start-up companies underpinned by renowned business accelerator programmes. The quality of these businesses is underscored by several high-profile M&A transactions, often featuring major international corporate partners. Its GatewayUCC business incubator is a vital first step for nascent companies on their journey to scale and grow internationally and is a key source of high-quality employment (circa 400 jobs created).

UCC prioritises research in areas that are significant at the highest international level. UCC's research in food and health, photonics, and perinatal medicine is world leading. The Tyndall National Institute (microsystems, photonics, nanotechnology) and the APC Microbiome Institute (alimentary health, functional foods) are both recognised as global leaders. The Environmental Research Institute conducts research on climate action, a sustainable society, and the circular economy. UCC has played a significant role in the development of Science Foundation Ireland's in co-ordinating and partnering national research centres. The University also has several research centres in and across its four Colleges - Science, Engineering & Food Science; Medicine & Health; Business & Law; and Arts, Celtic Studies & Social Sciences. UCC's research and development capabilities

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<sup>2</sup> UCC; University of Oulu in Finland; Erasmus University Rotterdam in the Netherlands; Ruhr University Bochum in Germany; University of Leige in Belgium; University of Deusto in Spain; University of Zagreb in Croatia; and KOC University of Istanbul in Turkey.

contribute greatly to the overall impact on the region, through active collaboration with the industrial and health sector.

The growing global reputation of UCC's innovation environment has helped to facilitate world leading clusters such as pharmaceuticals, with 7 of the top 10 pharma companies in the world located in the environs of UCC. The availability of a highly skilled graduate population is a key attraction for foreign direct investment.

The University has strong links across the technology, pharma and medtech sectors and acts as a bridge from these sectors to the health sector, UCC is the primary academic partner with the 9 hospitals in the HSE SSWHG with which it shares many joint appointments, it also collaborates closely with the private health care institutions in the region. Our goal is to facilitate and further develop the entrepreneurial culture of these businesses and institutions for the benefit of all stakeholders and for the economy. Our plan is to drive jobs in the region up the value chain through adding academic value. Our commitment to the development of an innovation corridor encompassing Cork Science and Innovation District in Curraheen will provide a location for recruitment of a talented workforce, a site which is connected to the University infrastructure and consultants, an ecosystem which is conducive to innovation and building on ideas. The Cork Dental School and Hospital and the Innovation Hub Building will be the first developments on our 18-hectare site.

UCC's business innovation services have created an entrepreneurial ecosystem, facilitating the incubation of new businesses, and the University provides world-class training for business people, helping to strengthen and grow the established economy. Cork University Business School (CUBS) was established in 2015, based on over 100 years of business education and is now Ireland's largest Business School for undergraduate students. CUBS has demonstrated its capability to respond positively to economic needs. It now produces nearly 1,000 skilled business graduates each year and annually places over 600 students on work placement with industry, nationally and internationally. Engaged in innovative, industry-facing research including key societal issues such as sustainability and the transition to a low carbon economy, CUBS faculty actively collaborate with national and international enterprise to add real value to the economy.

## 2.5 Culture

The University contributes to the cultural identity and diversity of Cork City. Its city centre campus adds to the heritage of Cork, which is recognised by the City's exiting cultural walking trails and provides a significant cultural attraction for residents and visitors to Cork. Through Cork University Press, the Glucksman Gallery, the Jennings Gallery, the Granary Theatre and its partnership with Cork Opera House, UCC has built on its contributions to culture and artistic life by strengthening research, practice and learning in the creative arts.

The University has been supporting and leading cultural activity in Cork through its FUAIM music programme and its artists in residents' programmes in creative writing, film, traditional music, and classical music.

UCC is currently developing an Arts and Cultural Strategy, to formalise, support and celebrate its creative talent, cultural assets, and achievements. The University recognises that creative thinking is inspired by culture and will continue to forge developments in performance, literature, music, heritage, history, language, visual arts, theatre, film, and dance.

## 2.6 Diversity and Inclusion

As a global university, diversity and inclusion are a core focus of our research, teaching, and community engagement activity. The University's success in securing the Athena Swan Bronze Award<sup>3</sup> in 2016, with successful re-award in 2020, is an independent assessment of the strength of our commitment to and delivery on a range of goals that support and promote greater diversity across all disciplines.

In 2018, UCC was awarded University of Sanctuary status, as recognition of its work supporting refugees and asylum seekers nationally and internationally and its commitment to offering a sustainable culture of welcome for staff and students seeking sanctuary. It offers several Sanctuary Scholarships as part of this commitment, providing concrete supports to those who would not otherwise be able to acquire a University education.

There are a greater number of students from under-represented groups studying at UCC than in any other higher education institution in Ireland. UCC has committed to making the physical, social, and academic environments of UCC more 'autism-friendly' by undertaking a multi-year project to achieve these aims. The most recent development is the 'Calm Zone' which will provide sensory rooms, respite rooms and eating spaces, as well as an open calm space for students.

The University promotes diversity and inclusion through its commitment to:

- Universal Design, creating environments that meet people's needs,
- Ensuring that students and staff are not discriminated on grounds of gender, marital status, family status, sexual orientation, religion, age, disability, or race.
- Supporting access to third level education by people of all economic backgrounds.

As well as having a focus on regeneration and fostering economic growth, the alliance of European Universities of Post Industrial Cities (UNIC), has a positive impact on diversity and inclusion through its programmes for effective physical and virtual exchange for all students, interconnection of universities and cities, and a research-led approach to superdiversity.

## 2.7 Amenity

UCC is a key contributor to amenity and recreation within Cork City, its grounds add considerably to the attractiveness of the City's public spaces and the amenity value of the City centre. The University actively supports the development of a 'biodiversity island' in the City Centre and its estate development and management seeks to improve the environment for ecological benefit and community well-being. The University is focused on promoting a walkable and open space City Centre campus and its investment in sustainable transport modes via bridge and walkway infrastructure has made a significant contribution to the quality of the pedestrian and cycling environment in the City. This reflects the University's ties with and commitment to the city.

The University's Mardyke Sports Complex is a centre for excellence for sport and recreation, with membership open to all. The University's current sports fields at Curraheen (the Farm) provide 22 hectares of maintained pitches to the various UCC clubs and the Farm is also open to other clubs and athletic groups to book, adding to the availability and quality of recreational facilities in the City. The development of Cork Science and Innovation Park will require the relocation of the amenities at the Farm and the University has developed a Masterplan for Sports to build and develop world-class outdoor sports facilities to attract and inspire high performance athletes, and to support all students in physical recreation. To facilitate the relocation of sports

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<sup>3</sup> The Athena SWAN Charter recognises and celebrates good practice in recruiting, retaining and promoting women in science, technology, engineering, maths and medicine (STEMM) in higher education.

facilities at the Farm, UCC has purchased 20 hectares of land at Curraheen, south of the N40, adjacent to the Munster Agricultural Showground lands.

The University also has plans to develop a rowing facility at Cork's Marina.

## 2.8 Environment

UCC became the first 3<sup>rd</sup> level institute worldwide to receive the Green Campus Award and it is the only institution outside of North America to be awarded a Gold STARS rating (the global sustainability standard created for and by higher education). The University was ranked 32 in the world by the Times Higher Education [THE] Impact Rankings, the only global performance tables that assess universities against the United Nations' 17 Sustainable Development Goals [SDG], which are a blueprint to achieve a better and more sustainable future for all. The SDGs address global challenges, including those related to poverty, inequality, climate change, environmental degradation, peace, and justice.

The SDGs have been embraced by UCC and are a critical part of the University's mission and academic strategy, to enable our graduates to shape a new and changing world. The University is ranked 5<sup>th</sup> in the world in meeting the UN's 'No Poverty' goal - a recognition of UCC's research in the area, as well as the financial aid it provides and its anti-poverty initiatives both within the university and the community. The University is also at the forefront of climate change research and adaption strategies.

As well as being at the core of its research and teaching values, the University's Sustainability Strategy is becoming fully embedded in all operational practices, including waste management and recycling; construction process; commuting and business travel and its world leading Environmental Research Institute. At UCC, the Green Campus is part of our environmental commitment, as well as a lived value that permeates our use of resources as well as our research and our educational activity.

As part of this, UCC is committed to the promotion of sustainable modes of transport for its staff and students.

- Cycling and walking takes precedence throughout the campus and adjacent urban spaces and the University is actively seeking to develop infrastructure to maximise connectivity between its satellite campus locations by sustainable modes.
- Future growth of the University's facilities will be informed by current or proposed public transport availability and connectivity by sustainable modes of travel.
- UCC fully support the implementation of the Cork Metropolitan Area Transport Strategy.

### 3 Submission Request

#### 3.1 Recognition of UCC's Contribution to Cork

The current City Development Plan (CiDP) acknowledges the key role of Cork's higher education institutions generally in terms of employment, lifelong learning, innovation and research, and the heritage of the city.

Objective 3.14 of the current CiDP recognises the role of major education and health institutions to the overall economy in terms of their role in training, innovation, and research. However, this objective fails to recognise UCC's core focus of academic learning and its contribution in terms of promoting the City's amenity, diversity, inclusion, and environmental sustainability goals.

Given the long-established commitment of the University to Cork city, UCC is keen to ensure that the forthcoming City Development Plan expands and strengthens its recognition of UCC's role as a global university, acknowledging Cork as a University City. UCC further requests that the forthcoming City Development Plan acknowledges the specific role that UCC has in terms of developing and strengthening Cork City's economic, cultural, societal, and environmental structures and promoting Cork on the global stage.

#### 3.2 Growth of the University

The UCC Strategic Plan 2017 – 2022 sets out the University's vision, mission, values, goals, and targets to 2022. The University's 2011 Masterplan served its purpose well in guiding development over the last decade. A review of the Masterplan is currently being undertaken by UCC, with the support of Reddy Architects. The Masterplan will shortly be finalised and will guide development by the University for the medium to long term. The Masterplan examines how the institution will develop, grow and evolve physically over the next period, providing for a 20% expansion in University building stock. Implementation of the Masterplan will be fundamental to the ability of UCC to achieve its vision for growth and continue to contribute to Cork's economy and societal structures. To maintain and grow UCC's international standing in terms of academic teaching, research and innovation, the University must be able to expand its facilities within Cork City and environs.

It is an objective of UCC to develop a sustainable, open and connected campus, and therefore its focus for growth is on City Centre sites and sites located to existing or proposed sustainable transport modes (see section 3.5). UCC's priorities for growth are:

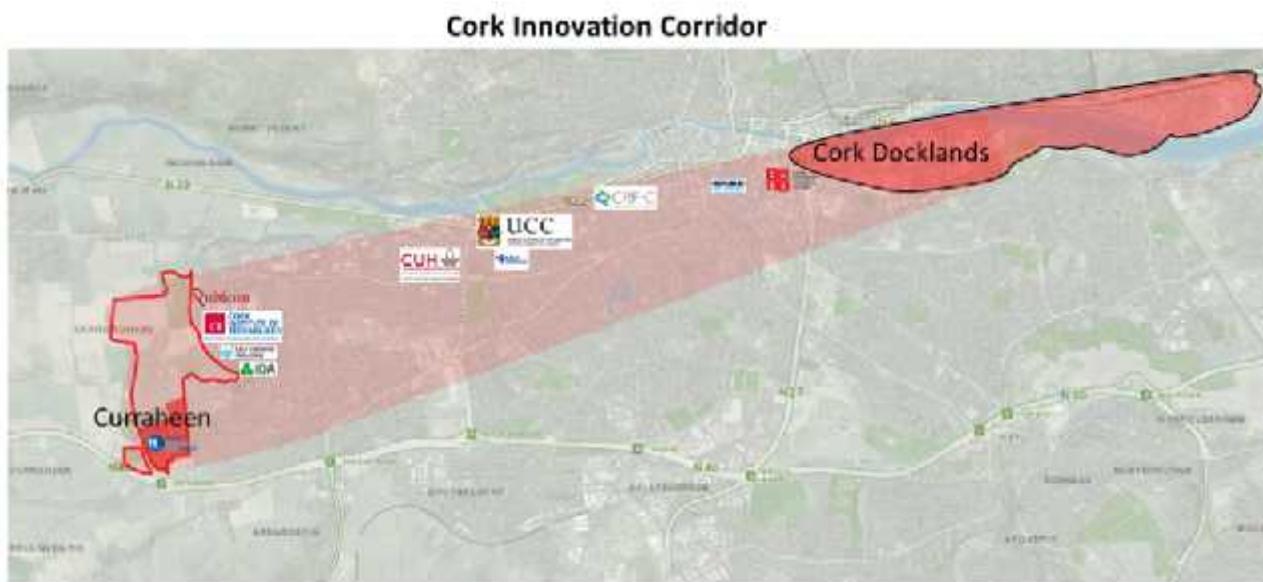
- **Development of its Main Campus** – infill opportunities, extension, and refurbishment of existing facilities.
- **Partner Sites** – existing and proposed developments in the City Centre, Nano Nagle Cork Centre for Architectural Education (CCAE); partner in the development of the Grand Parade site (led by Cork City Council).
- **Cork University Business School (CUBS) & the UCC Centre for Executive Education at Lapp's Quay** the future development of the Cork University Business School at Copley Street. With a projected capital outlay of €106 million, the new business school building will bring over 4,000 students and 225 staff into the city centre every day, providing an injection of economic activity and vibrancy to an otherwise under-developed quarter. Bringing the Business School into the centre of the city in a publicly available building will increase the visibility and accessibility of business education and research collaboration. It will provide an anchor to a new business education district at the heart of the city, with UCC's Centre for Executive Education – home to the Irish Management Institute, the Financial Times ranked provider of executive education acquired by UCC in 2016 - at Lapp's Quay.
- **North Mall Site** – development of the former North Mall Distillery site, in conjunction with the Mercy University Hospital. This site is to include proposals for the significance expansion of the world-

renowned Tyndall Institute and other academic developments. The development of the Tyndall is a project of national significance.

- **Cork Science and Innovation Park (CSIP)** – including the permitted developments of the new Dental Hospital and Health & Innovation Hub. In the short term UCC will explore other opportunities for research and development facilities at CSIP which build on the unique academic /health care/ technology /industry ecosystem in the area. In the longer term, the provision of a Light Rail Transit would open additional opportunities for expansion of the University's teaching, research, and innovation activities along an innovation corridor which will run through the city.
- **Docklands** – proposed sustainable transport links to the Docklands opens the opportunity for the development of additional University facilities and accommodation, which would be well connected to the other campus locations.
- **Curraheen** – future development of new sports facilities at Curraheen to replace existing pitches at 'The Farm'.

The development of the Cork Science and Innovation Park provides the opportunity to develop an 'Innovation Corridor' along the route of the LRT, stretching from the Docklands, via UCC's city centre locations, the main campus, Cork University Hospital (CUH) and through to the CSIP, as illustrated in Figure 1.

**Figure 1:** Cork Innovation Corridor



The Issues Paper does not emphasise the potential of the CSIP to anchor an innovation corridor for the city and harness the value and potential of the unique ecosystem in the region. We have a research intensive university with a focus on the economy and entrepreneurship and internationally impactful research institutes alongside an academic health system represented by partnership between the university and the health service, combined with a heavy density of vibrant medtech, pharma and technology businesses in the region. From a social and lifestyle perspective, Cork is an attractive place to live. UCC has plans to take advantage of the unique ecosystem and develop the CSIP part of the innovation corridor as a destination of choice for start-ups and inward investment from national and international research and innovation companies. This initiative will provide high quality employment opportunities. Our collaborative initiatives with MTU and industry leaders in the region to develop new industry relevant academic programmes will further reinforce the desirability of the region from an employer perspective.

Now that CSIP and the development of the Docklands fall within the one administrative boundary there is an opportunity to progress the inherent synergies that can be achieved by the implementation of an Innovation

Corridor. The provision of the LRT, and advance bus route, will provide enviable connectivity along an Innovation Corridor. One of Cork City's strengths is its existing relative compact nature and ease of movement. The provision of the LRT will ensure that the City can grow to its full potential, attracting quality employment opportunities, while maintaining its inherent strengths of connectivity and ease of movement.

The 2015 CiDP includes a presumption in favour of the growth of third level institutions and lifelong learning in line with current objective 7.8(b) "*To support the on-going development and provision of second and third level education and lifelong learning in the city.*" The zoning objective for '*Residential, Local Services and Institutional Uses*' also includes a presumption in favour of the expansion of educational facilities in appropriately zoned areas.

UCC requests that the forthcoming City Development Plan continues to include a presumption in favour of the expansion of educational facilities in appropriately zoned areas and includes a specific proposal to support and facilitate the implementation of UCC's Masterplan and in particular a commitment to supporting the development and expansion of the University's footprint in the city centre. The University would welcome the opportunity to meet with the executive of Cork City Council to present the proposals contained in the Masterplan in more detail.

UCC also requests that the forthcoming City Development Plan identifies an Innovation Corridor, connecting new development opportunities in the Docklands, with UCC's City Centre, Main Campus locations, Cork University Hospital, and the Cork Science and Innovation Park.

### 3.3 Student Housing

Purpose-built student housing offers the most appropriate form of accommodation for students needing to live away from home, because:

- It is professionally managed and offers excellent quality for students, enhancing their safety and study environment.
- It relieves pressure on the private rental market, improving housing supply in the City.

UCC currently have 1,279 bed spaces in its own directly managed purpose-built accommodation as follows:

- Victoria Mills – 418
- Victoria Lodge – 335
- Castlewhite – 298
- University Hall – 180
- Mardyke Hall – 48

In addition, the Crow's Nest student accommodation development is under construction and will provide for a further 466 units, bringing the University's total student bed spaces to 1,534. UCC's Strategic Plan has an immediate target of 2,000 student bed space under direct UCC management, so the University has a target to deliver an additional 466 bed spaces in the immediate term. Further directly managed student spaces may be developed in the medium to long term. It is the University's objective to develop its student accommodation within easy walking distance of its campus locations.

The National Student Accommodation Strategy 2017 estimated that in 2019 there would be a supply of 4,352 purpose-built student bed spaces in Cork. This figure was based on existing units and those on-site with planning permission granted. The Strategy estimated the demand for purpose-built student bed spaces in 2019 at 6,463, resulting in a deficit in supply of 2,111 bed spaces. The project demand for bed spaces in 2024 is 7,391 based on projected increase in student numbers. Taking account of the number of purpose-built student accommodation units at an advance stage of planning.

The National Student Accommodation Strategy estimates that there will be a remaining deficit of almost 2,000 bed spaces in 2024. The Strategy estimates that for every 4 student bed spaces provided an additional house will be freed up in the private rented sector.

UCC request that the forthcoming City Development Plan continues to provide policy support for the development of purpose-built student accommodation within walking / cycling distance of third level educational institutions, including support for UCC to deliver approximately 466 additional directly managed student bed-spaces.

### 3.4 Diversity and Inclusion

The current City Development Plan includes goals and objectives to promote social inclusion and support cultural diversity. UCC supports these goals and objectives and contribute to their attainment. As noted in section 2.6, diversity and inclusion have been a core focus of teaching, research, and policy activity for UCC, recognised by its award of the Athena Swan Bronze Award and University of Sanctuary status.

UCC request that the forthcoming Development Plan should strengthen relevant objectives and promote implementation structures to deliver on goals for diversity and inclusion. UCC would be willing to be an active partner in an implementation group to deliver on diversity and inclusion objectives.

There is also a need for the City Development Plan to consider the needs of people with hidden disabilities. UCC has developed expertise in this area in terms of creating spaces that take account of the people with sensitivities to sounds, smells, obstacles, and movement. UCC submit that the forthcoming CDP should include an objective to consider the needs of people with hidden disabilities in the design of open spaces and public buildings and to promote consideration in private sector developments.

### 3.5 Connectivity and Sustainable Travel Modes

UCC is fully committed to promoting sustainable travel modes among its staff and students and to developing connectivity between its satellite campus locations. The University's Sustainability Strategy and Commuter Plan formulate its goals regarding sustainable travel for all campus related travel. Sustainable access to UCC's proposed new developments, such as the Tyndall extension, new Dental Hospital, Health Innovation Hub, and Business School are all reliant on a city-wide transport scheme that facilitates public transport and active travel. The ongoing expansion of pedestrian and cycle links between main campus and these developments is critical to the University's sustainability commitments.

UCC support the implementation of CMATS and welcomes the enhancement of proposed bus service and the LRT. The LRT will provide excellent connectivity to the University's exiting and developing facilities at Curraheen, including the permitted Dental Hospital within the CSIP. The LRT will also provide connectivity to the Docklands and opens the opportunity for the University to consider further sustainable development in that area.

The CMATS is a comprehensive strategy, which will support fundamental change in the City's travel patterns to maintain and improve accessibility, emissions targets, and public health (noise, air quality and physical activity levels).

UCC supports the development of objectives in the City Development Plan which will further enhance the quality and availability of pedestrian and cycling facilities in the City, and the development of additional 'urban spaces' for public use. There are opportunities to create pedestrian / cycling priority zones in several areas of the City and these should be explored in conjunction with relevant stakeholders, including UCC. For example, Main Gates to North Mall area; and Gaol Walk provide opportunities for enhanced pedestrian / cycling priorities.

The University also supports the development of public transport and active travel as the default modes within the city and fully support policy objectives for compact growth, mixed used and higher density developments. Promoting safe accessibility to schools by means of active travel is also key to enhancing sustainability of the city's travel. The school run is part of many of UCC employee and students daily travel routine and often determines their commuting patterns. Retrofitting safe travel access to existing schools; and developing new schools in the hearts of neighbourhoods and communities are key to facilitating active travel modes.

There are 'quick win' interventions that can be fast-tracked as substantial improvements to increase people's use of public transport and active travel, including:

- Providing more room and an attractive environment for walking and cycling on city streets (including footpath space, materials, maintenance conditions, public realm, and reduced waiting times at signalled junctions).
- Establishing quiet routes for cycling as alternatives to routes along busy main roads.
- Lower speeds of motor traffic on more city streets.
- Improvement of bus stop infrastructure (travel information and bus shelters)

The University also support national and regional policy objectives aimed at making our cities more 'liveable' and encouraging families back in the city centres. City based housing for families provides sustainable living options for employees working in the city, such as UCC's staff. Encouraging families into the city also brings variety and provides a more anchored, settled, and sustainable community.

In summary, UCC fully support the objectives of the Cork Metropolitan Area Transport Strategy and request that the forthcoming Development Plan prioritise its delivery and provides an implementation plan which will fast-track substantial improvements in use of public transport and active travel modes in Cork City, including opportunities to create pedestrian / cycling priority zones in areas such as UCC Main Gates to North Mall area; the new CUBS Building & Lapps Quay; and Gaol Walk.

### 3.6 Site Specific Issues

UCC note that site specific zoning submissions are not considered at this stage of the City Plan review process. Nonetheless UCC ask that in the development of zoning objectives the City Council is cognisant of the University's plans for future development outlined in its masterplan and provide a supportive planning policy framework to further strengthen the capacity of the University's role in supporting Cork's economic and societal growth.

UCC would welcome the opportunity to discuss its masterplan proposals in further detail and to confirm the continued support and commitment of the City to the priority areas for future development as outlined by the University in section 3.2.

UCC welcomes the City's approach to the protection of its cultural, heritage and landscape settings and consider that it is appropriate that objectives for the continued protection of these assets are included in the forthcoming Development Plan. It is also important that the forthcoming Development Plan pro-actively facilitates high quality development to ensure that the economic and population growth targets for the City can be achieved.

There is a need for balance between development proposals and objectives which seek to protect landscapes, views, or prospects within the City. For example, in the North Mall site, there is potential to provide iconic new development, which can sit within the landscape and heritage context, while providing strategic uses in terms of health, education, research and innovation facilities. Strategic sites, such as the North Mall, should have some leeway to create new views, prospects and landscapes which can define a modern Cork City.

UCC request that the forthcoming City Development Plans has regard to the University's masterplan proposals in the designation of zoning objectives for the City and that the Plan provides a balance between seeking to protect landscapes, views, or prospects within the City and delivering strategic development of a modern Cork City.

## 4 Summary

UCC is pleased to take this the opportunity to make this submission to the Issues Paper.

UCC is a global university and a significant contributor to the economy and societal structures of Cork. The University looks forward to being an active participant in the delivery of the development objectives for the forthcoming City Development Plan. The University would welcome participation in appropriate implementation working groups.

UCC welcomes the national and regional planning policy framework for the development of compact growth and creating green and liveable metropolitan areas and considers that these objectives should be at the core of the forthcoming City Development Plan. Cork City has the potential to become an even more attractive and sustainable place to study, live and work, while offering enhanced leisure and cultural activities.

UCC request that the forthcoming City Development Plan:

- Expands and strengthens its recognition of UCC's role as a global university and acknowledges Cork as a University City, highlighting the specific role that UCC has in terms of developing and strengthening Cork City's economic, cultural, societal, and environmental structures.
- Strengthens the recognition of the wider role that the University has in terms its role in academia, lifelong learning, innovation, research, amenity, diversity, inclusion, and environmental sustainability goals.
- Continues to include a presumption in favour of the expansion of educational facilities in appropriately zoned areas and includes a specific proposal to support and facilitate the implementation of UCC's Strategic Plan and Masterplan and in particular a commitment to supporting the development and expansion of the University's footprint in the city centre.
- Continues to provide policy support for the development of purpose-built student accommodation within walking / cycling distance of third level educational institutions, including support for UCC to deliver approximately 466 additional directly managed student bed-spaces in the immediate term, and additional spaces as may be required in the medium to longer term.
- Strengthen objectives and promote implementation structures to deliver on goals for diversity and inclusion, and provide an objective to consider the needs of people with hidden disabilities in the design of open spaces and public buildings and to promote consideration in private sector developments.
- Prioritise the delivery of CMATS and provides an implementation plan which will fast-track substantial improvements in use of public transport and active travel modes in Cork City, including opportunities to create pedestrian / cycling priority zones in areas such as UCC Main Gates to North Mall area; the new CUBS Building & Lapp's Quay; and Gaol Walk.
- Supports the further development of CSIP at Curraheen where future generations can work, live and play in an environment which harnesses the strengths of the unique academic /health care/ technology /industry ecosystem in the area. The goal being to support economic development and provide a destination of choice for FDI and national investment.
- Identifies an Innovation Corridor, connecting new development opportunities in the Docklands, with UCC's City Centre, Main Campus locations, Cork University Hospital and the CSIP.
- Has regard to the University's masterplan proposals in the designation of zoning objectives for the City and that the Plan provides a balance between the seeking to protect landscapes, views, or prospects within the City and delivering strategic development for a modern Cork City.

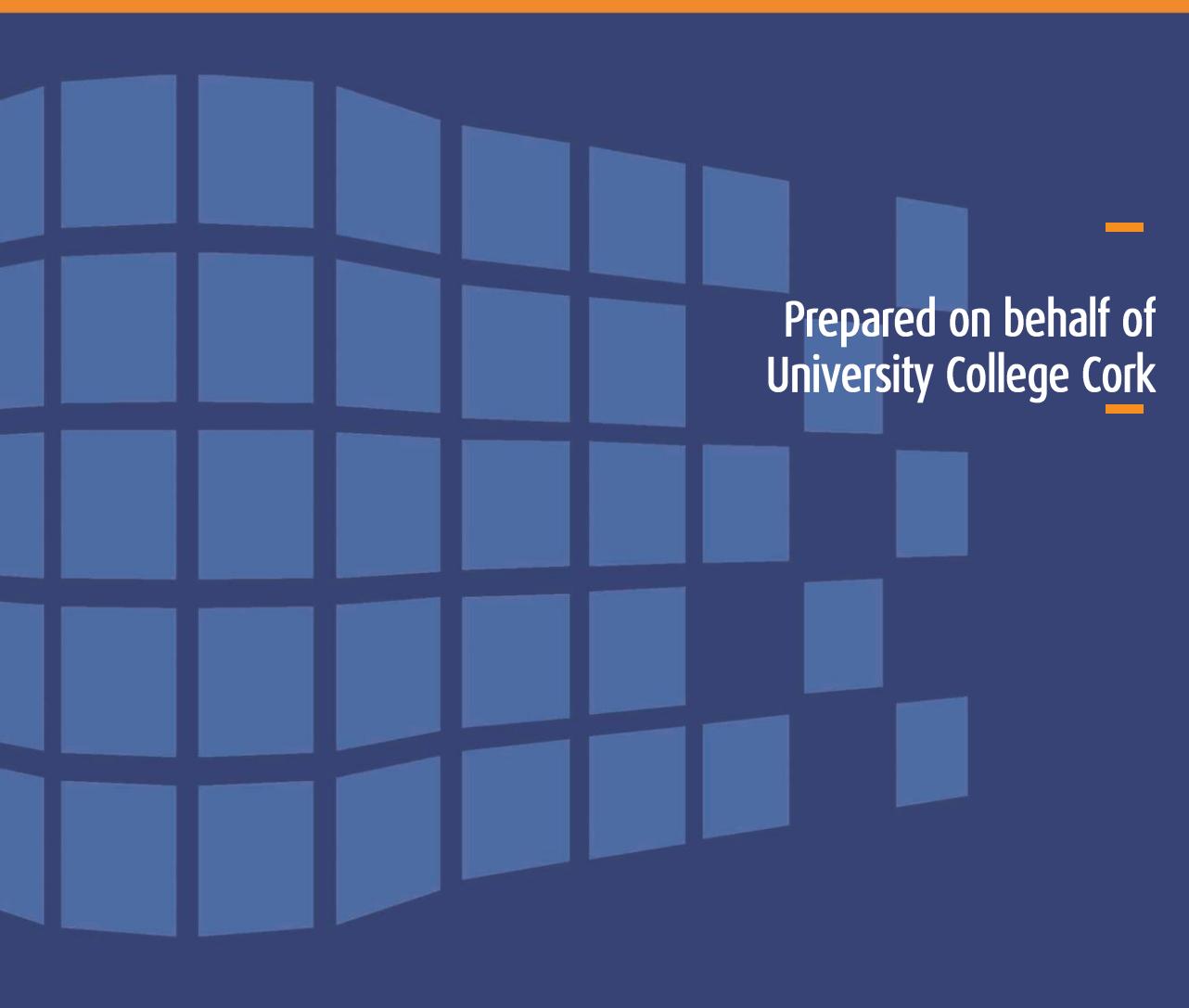
Thank you for your consideration of this submission. As a key stakeholder in the City's current and future success, the University would welcome the opportunity to meet with Cork City Council to discuss its Strategic Plan and masterplan proposals.

## Appendix B – CMATS Submission

Strategic Submission by UCC to the  
Draft Cork Metropolitan Area Transport Strategy (CMATS)

# UCC Submission to Draft CMATS

June 2019



Prepared on behalf of  
University College Cork

## 1 Introduction

This submission is made by McCutcheon Halley on behalf of University College Cork (UCC). UCC strongly supports the principles and objectives laid out in the draft Cork Metropolitan Area Transport Strategy (CMATS), and its vision to deliver an accessible integrated transport network.

UCC is a key asset to Metropolitan Cork and is a major contributor to the economy and dynamic nature of Cork as an emerging European city of scale. Student and staff numbers have reached approximately 21,000 and 2,800 respectively in the past two years, making the University one of the largest activity attractors and trip generators in the city.

UCC's primary campus is located between College Road and Western Road to the west of Cork City centre. The campus also extends onto multiple satellite locations, such as:

- Beaufort Research Laboratory in Ringaskiddy;
- Centre for Executive Education at 1 Lapp's Quay;
- St. Mary's Primary Care Centre;
- Cork Science and Innovation Park at Curraheen; and
- UCC Sports Park in Curraheen.

UCC is also aiming to develop a major new Business School facility in the city centre, at its newly acquired Union Quay site.

UCC has recognised the need to improve access to a growing Campus since the early 2000s and developed its first Commuter Plan in 2005. UCC is currently finalising the latest review of the Commuter Plan, which reflects the objectives of accessibility, sustainability and promoting health. The measures outlined in the draft CMATS provide a radical shift in current transport patterns within Metropolitan Cork towards sustainable transport modes. This submission's comments are focused on matters of detail and recommendations which would support and strengthen the objectives of the draft CMATS from UCC's perspective.

This submission is structured as follows:

1. Introduction
2. Overview
3. UCC Connectivity
4. Supporting Measures
5. Implementation
6. Summary

## 2 Overview

It is acknowledged that CMATS represents an important intervention in the future development of Cork City and the wider metropolitan area. The ambitious measures proposed will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork metropolitan area, and result in a beneficial effect on the economy, society and the environment.

UCC welcomes and supports CMATS and recognises the potential benefits of same on the future development, growth and success of the university. However, there are a number of key points which UCC submits could be incorporated to further support the objectives and projected outcomes of the UCC Strategic Plan 2017-2022.

### 3 UCC Connectivity

Connectivity to UCC's primary and satellite campus locations is critical to supporting UCC's objectives to continue to grow and create a better and more sustainable future for society. For the most part the draft CMATS will considerably enhance connectivity to UCC campus locations. However, we note the following points:

#### 3.1 BusConnects

While UCC supports the inclusion of an LRT stop to serve the CSAIP, UCC notes that these lands nor the proposed UCC Sports Park are served by adequate sustainable transport links in the short term. In this regard, the BusConnects Route maps do not currently propose to serve the Cork Science and Innovation Park (CSAIP) or the proposed UCC Sports Park at Curraheen.

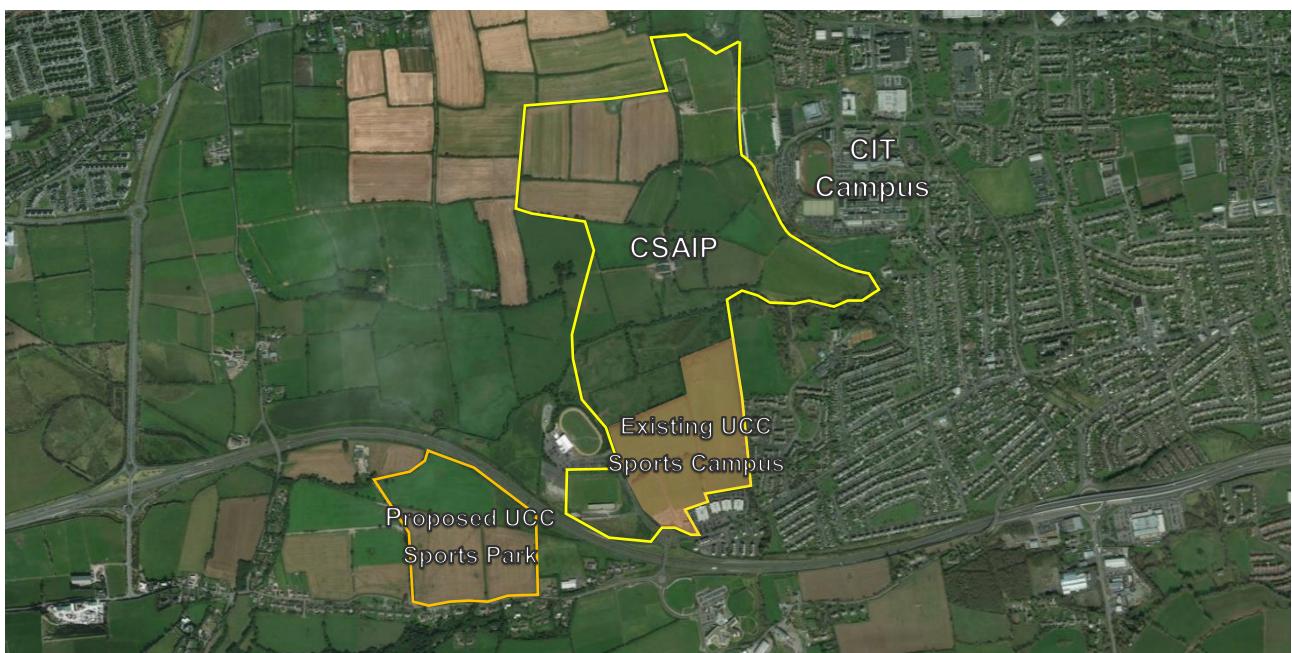
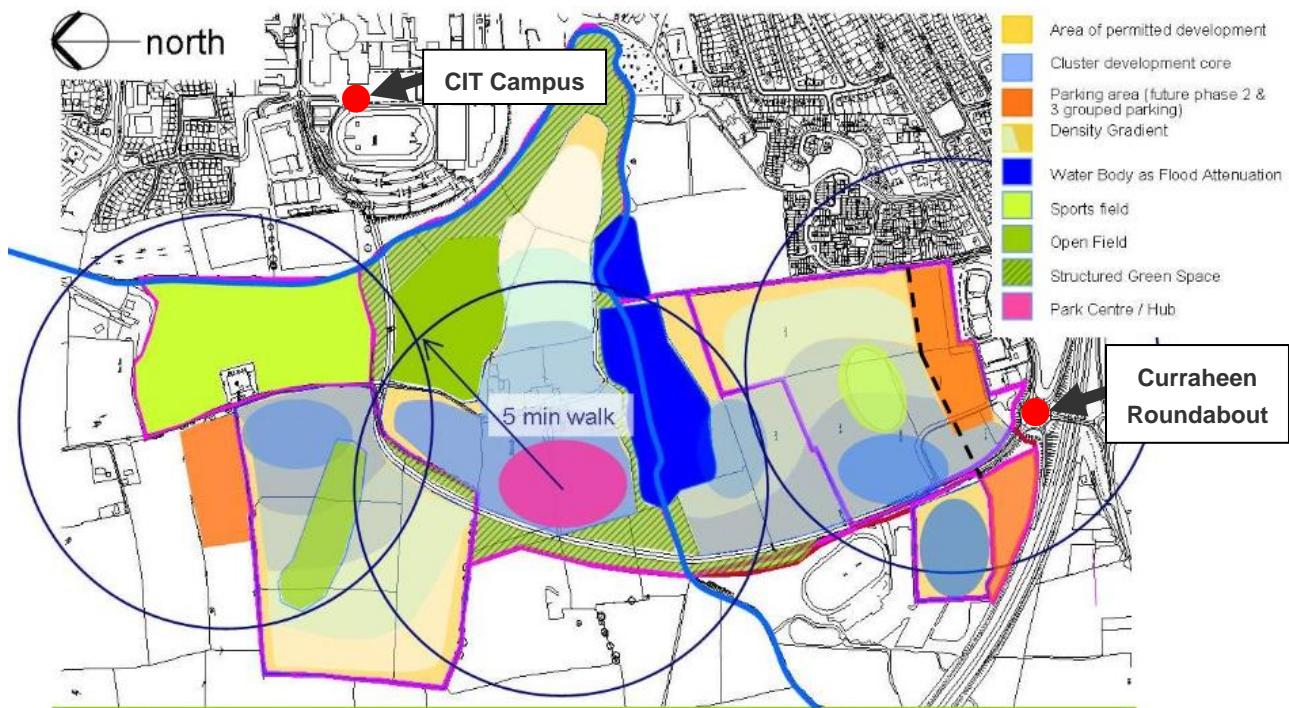


FIGURE 1: CONTEXT MAP INDICATING LOCATION OF CSAIP, UCC'S EXISTING SPORTS FACILITIES AT 'THE FARM' AND THE LOCATION OF THE PROPOSED UCC SPORTS PARK

The CSAIP is envisaged to be a significant area for research, learning, innovation and economic activity in the city, containing an important satellite campus for the university. Phase 1 of the CSAIP masterplan area is currently being progressed by UCC with permission already granted for a business innovation incubation building (Cork County Council planning application ref. 15/6689 and 18/4921) and permission currently being sought for a Dental Building (Cork County Council planning application ref. 19/5417) within the existing UCC sports campus at 'The Farm'.

In recognition of the level of development proposed within the CSAIP, and to ensure connectivity to the site and surrounding areas, the masterplan proposes a looped road which would connect the existing CIT campus in Bishopstown to the Curraheen Roundabout, through the CSAIP masterplan site (see Figure 2 below).



**FIGURE 2: EXTRACT FROM THE CSAIP MASTERPLAN DOCUMENT SHOWING THE PROPOSED DEVELOPMENT AREAS**

We note that this has not been included in the BusConnects map on p.60 of the draft CMATS as the BusConnects route mapping ends at the main entrance to CIT on Rossa Avenue (to the east of the CSAIP), as well as at the Curraheen Roundabout (to the south of the CSAIP).

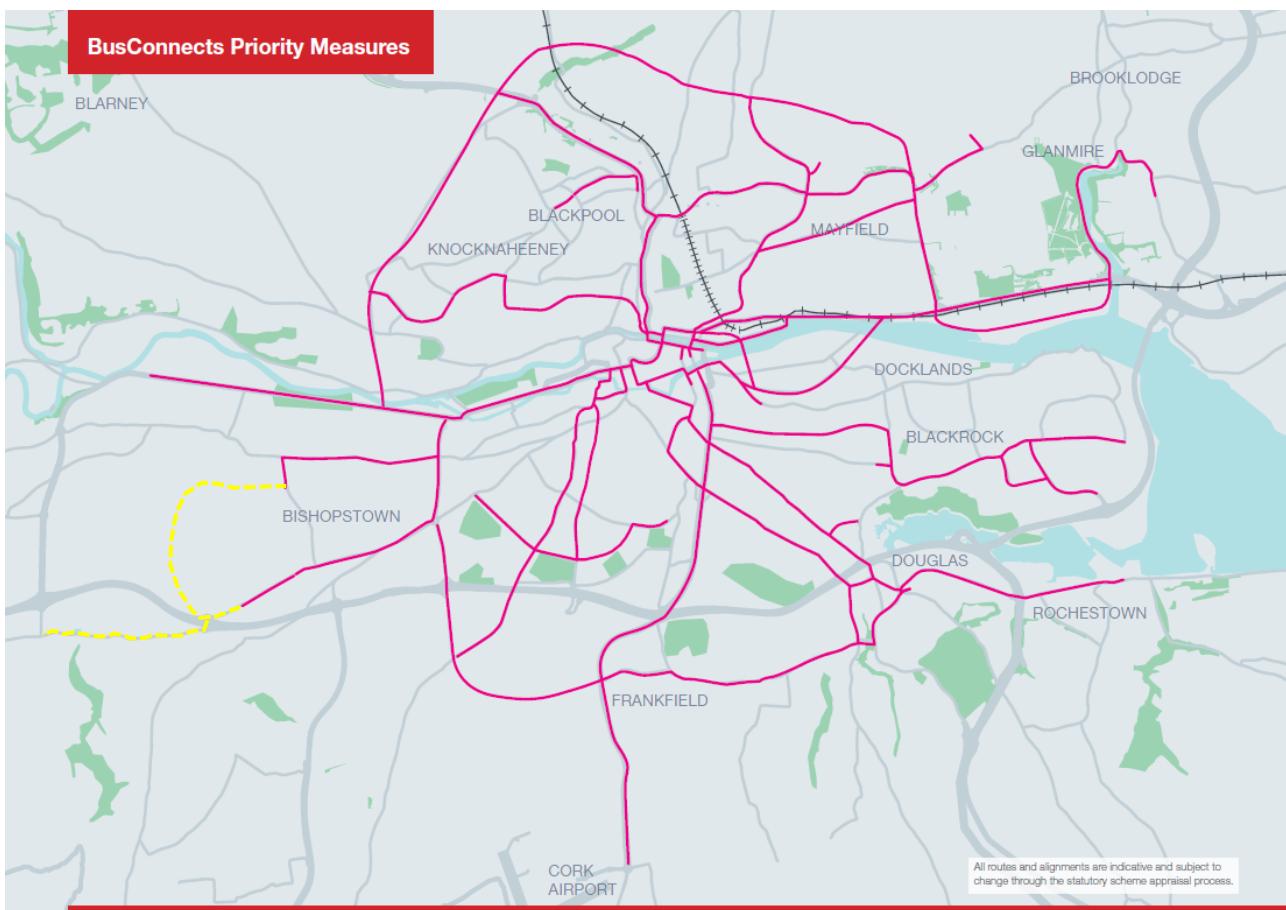
UCC therefore requests that the BusConnects route mapping is amended in line with the provision of this link road within the masterplan area, providing a route through the CSAIP and supporting the future development of same (see Figure 3 below for suggested amendment).

In parallel with the development of the CSAIP, UCC will be replacing the current sports facilities at 'The Farm' with a state-of-the-art Sports Park to the south of the CSAIP masterplan area, as indicated in Figure 1. This Sports Park, with anticipated commencement in 2020, will become the primary destination for many of UCC's sporting activities in the coming years. It is imperative that the Sports Park is adequately served by direct and reliable public transport as the vast majority of the users will be UCC's student population, most of which do not have access to a car. The BusConnects route would also serve other notable developments located south of the N40 in the same area including Marymount Hospice, the recently completed Enable Ireland Respite Centre. Munster Agricultural Society's recently submitted planning application for the Cork Showgrounds site will also benefit from a direct and reliable public transport route.

UCC therefore requests that the Curraheen Road is identified for upgrade in Section 13 of CMATS and the BusConnects route mapping is further amended to serve the lands south of the N40 (see Figure 3 below for suggested amendment).

We recognise that the bus network map is indicative and subject to change through the statutory scheme appraisal process. Nonetheless, there are several other routes where direct access to UCC should either be protected, provided or enhanced, including from:

- Douglas, Carrigaline and Mahon direction;
- Blarney and Cloghroe via western direction;
- Northside (Blackpool) direction.



**FIGURE 3: PROPOSED AMENDMENT TO THE BUSCONNECTS MAP (INDICATED IN YELLOW)**

### 3.2 Commuting

UCC fully supports the emphasis on promoting walking, either as part of linked trips, or as the only transit mode for short journeys. We welcome the recognition within the draft CMATS of the need to consider potential for walking as part of integrated urban design strategies, by encouraging mixed use development. UCC provides a model of good practice in this regard, with its continuing efforts to develop student housing within walking distance of its campus in the first instance. Where same is not feasible student housing is prioritised in locations that are a short commute away from campus by bicycle or public transport. The effectiveness of this policy is evidenced by the fact that sustainable commuting patterns are prevalent across the student body, with walking being the main mode of transport for 41% of UCC students.

UCC submits that the CMATS should include explicit support for UCC's strategy to develop student housing within walking distance or short commute by bicycle/public transport of its various campus locations.

Promoting high standards of urban design in new developments is necessary to encourage higher walking and sustainable transport levels in newly developed areas, but it is equally important to improve existing urban environments through retrofitting of pedestrian/cyclist priority solutions. UCC recommends that this is given further emphasis in CMATS.

### 3.3 Cycling

UCC's draft Commuter Plan has identified that bike ownership among staff and students is limited. When asked what might influence them to purchase a bike, the following conditions were identified as most important:

- Better cycling infrastructure;
- Safer roads; and
- More considerate and respectful drivers.

The proposals in Chapter 7 of CMATS to develop an enhanced cycle network, including inter-urban, primary, secondary and green routes are supported. While primary routes are key to increasing commuting levels, the secondary network is also important to facilitate cycling routes for a wider demographic, as many cyclists would prefer a longer but more comfortable route (for example tourists, older people, children or cyclists travelling with children). The provision of a cycling route along the Muskerry Valley, as originally proposed in the Cork Cycle Network Plan (Cork City and County Councils, 2017), would also provide enhanced connectivity from the Blarney-Cloghroe direction to UCC's main campus.

### 3.4 Park & Ride

Proposals for the increase of park and ride services and linking these directly to public transport routes are welcome, and we support proposals to supplement strategic park and ride services with smaller local facilities, known as 'mobility hubs'.

However, there is a lack of Park and Ride options on the northside to serve those commuting from northern parts of the county and beyond. Connectivity to key destinations within Cork City, particularly UCC, but also other significant healthcare and education providers, must be a priority in determining direct transport routes from proposed park and ride sites and mobility hubs. UCC suggests that additional Park and Ride locations in the northside are considered for inclusion in CMATS, particularly in locations with connectivity to such destinations (i.e. close to bus routes that travel on Western Road, College Road and via other university facilities and satellite campuses).

### 3.5 CSAIP

UCC is a primary stakeholder in the CSAIP, which provides considerable potential for future development of UCC's research and education programmes. UCC welcomes, in principle, the proposed Light Rail Transit (LRT) as a new level of quality for public transport on the east-west axis in Cork City. The provision of the LRT will provide considerable benefits of access for UCC, and between UCC and the CUH as well as the CSAIP. However, the route alignment understandably requires detailed design, especially in the western part of the city. It is currently unclear how the Cork Science and Innovation Park, Cork Institute of Technology and Cork University Hospital will be connected. Identification of the route must be prioritised in the implementation of CMATS.

UCC also welcomes proposals to provide an advanced bus service along the LRT route. Ambitious measures for infrastructure investment can often be thwarted by a changing economic context, or political direction. The medium to long term delivery of the LRT is far more likely if a priority bus service can be delivered in the short term along the final route. However, it is noted that the BusConnects map on p.60 does not show an advance connection to the CSAIP. It is recommended that the mapping is amended to indicate areas where high frequency bus services are to be provided prior to the introduction of the LRT.

### 3.6 Modal Shift

The draft CMATS is an ambitious document projecting a strong modal shift to more sustainable transport modes. Nonetheless, more ambitious changes could be achievable within city centre areas. It would be helpful if a more detailed breakdown of the projected modal shift figures were provided, such as a target for within the core city area (former Cork City boundary). Monitoring and evaluation of modal shifts should also be broken down into spatial zones, to provide a greater understanding of the factors shaping the implementation effectiveness of CMATS.

While modal shift objectives will reduce use of the private car, gains in modal shift may be outweighed by growth in overall population numbers within Cork Metropolitan area. It would be helpful if further statistics were provided on transport implications associated with projected growth targets based on 'Business as Usual' scenario, as well as with the strategy in place.

The infographic on p.54 provides targets for BusConnects by 2040. However, no comparison baseline figures are given. UCC considers that this infographic would be more informative if it included key baseline figures to illustrate the targeted growth in bus use.

## 4 Supporting Measures

The following measures are put forward as recommendations which support the proposals of the draft CMATS and which UCC considers would help to increase sustainable transport use among its staff and students:

- A stronger emphasis on the potential for ride pooling / para transit / car sharing as a mechanism for reducing the overall number of private car journeys.
- A dedicated chapter within the CMATS to focus on the travel needs of people with a disability.
- The potential of linked trips between walking and Bike Sharing should be recognised, in addition to linked trips with rail and bus journeys.
- Promote walking and cycling in urban centres by prioritising signalling programmes and junctions. Currently intelligent traffic lights in urban centres synchronise timing to prioritise the flow of vehicular traffic. The same technology could be used to provide priority to pedestrians and cyclists.
- Develop urban design solutions which allow for permeability and provide pedestrian and cyclist priority environments and retrofitting of existing roads / streets and neighbourhoods to facilitate permeability.
- Address site-specific concerns of 'no-go' areas, through urban realm improvements, enhanced street lighting, promoting street art to provide a sense of place and discourage graffiti, and use of CCTV where necessary.
- Provide secured bike parking facilities at key nodes to serve the tail end of a commute (e.g. Kent Station and the Bus Station). These facilities should be covered to keep bikes dry in wet weather. Co-location of locker facilities for storage of gear / bags should be provided at key nodes, also provision should be made for the charging of electric bikes; and access to cargo bikes.
- Continue to promote the development and use of smartphone apps, such as TFI cycle planner, to provide information on the cycling network, including information on traffic volumes, topography, bike hire nodes, storage facilities, rest stops and public toilets.
- Traffic light signalisation prioritisation for cyclists. While there has been a welcome increase in cycling lane provision in Cork City and suburbs, cyclists are often disadvantaged, or vulnerable at junctions.
- Facilitate bikes being carried on suburban rail services, to promote the combination of bike and train travel, and ensure that access routes to stations by both foot and bike are of a high quality urban design.
- Way finding measures, both during and prior to journeys are vital, with clear schematic mapping provided at stops and on transport modes, including smart identification of stops provided on board (such as rolling e-map on board buses and trams highlighting current and next stops).
- Development of an integrated Cork Travel app available for use on smart phones. Several European cities offer apps, which are not mode specific, but provide integrated journey planner information, including real-time details of timetabling, and estimated journey times, including walking times to final destination.
- Consider tax credit for 'Bike to Education' Schemes to encourage purchase of bikes for students.
- In relation to the bus fleet, invest in high quality buses which provide for quick and easy boarding and alighting. The capacity of buses to accommodate bikes as part of the commuting journey is also key to promote multi-modal sustainable transport patterns within the city.

## 5 Implementation

Securing long-term funding streams is essential to the delivery of major infrastructure programmes. The phased implementation plan is welcome, as it provides a vision for incremental improvements to promote the required modal shift in travel patterns. While an approximate overall cost for the delivery of the strategy has been provided, more detail could be given on:

- Identifying the cost estimates based on the phasing plan and actions proposed;
- Providing an estimate of the main sources of funding for specific actions within the plan, and a high-level breakdown between anticipated public and private sector investment.

It is also crucial that the timing and delivery of each element of the strategy is set out clearly within the plan. The current implementation plan identified in CMATS is high-level and lacks certainty as to specific timelines

for delivery of each identified element, and the prioritisation of same. It is essential that clarity within the specified project timeframes to 2026 (short-term), 2031 (medium-term) and 2040 (long-term) is provided and includes a sequencing of the various projects within. This will provide a level of transparency and confidence in the overall strategy, which will likely lead to support for its delivery and most importantly, investment.

As a principle of implementation, priority should be given for small, but highly effective improvements, to encourage modal shifts associated with improving the walking and cycling environment. Immediate short-term measures, specifically those which could be implemented within the opening years of the plan (i.e. within the next 0-3 years) such as the sequencing of the BusConnects and cycle routes, should be clearly identified. This would serve to build long-term support for the strategy and begin to incrementally change public mindset and transport patterns. This approach has been used successfully in many European cities such as Copenhagen, where slow integration of sustainable transport options has ensured the overall success of a scheme. It would also support UCC's promotion of walking and sustainable transport options by improving and increasing the overall network and therefore, transport options available to students and staff.

While we accept that the primary focus for the delivery of CMATS should be the immediate projects set out in the implementation plan, actions to secure longer term objectives of the plan should also be employed in the short term. For example, the acquisition of lands along the proposed LRT route should begin within the coming years. This would not only protect the transport corridors identified in the plan but would also facilitate the potential early delivery of the scheme should the market require it. Furthermore, it would increase confidence in the plan with the potential knock on effect of instigating development in the relevant areas and creating a critical mass of population that would increase the viability of the transport network. This is particularly true of the CSAIP where investment in the local sustainable transport network could lead to additional interest from stakeholders and further development within the masterplan area.

There will be a need for inter-departmental and inter-agency co-ordination to give effect to the radical modal shift in transport patterns required to support Cork's continued growth and address Climate Change requirements. In particular there is a need for co-operation and a co-ordinated approach between:

- Department of Transport, Tourism & Sports; Department of Housing Planning & Local Government; Department of Finance; Department of Education & Skills and Department of Employment Affairs and Social Protection.
- Transport Infrastructure Ireland, National Transport Authority, Southern Regional Assembly, Cork City Council, and Cork County Council.

The appointment of a dedicated CMATS team to promote stakeholder engagement and facilitate a co-ordinated approach will be required to ensure the ambitious objectives contained with the draft CMATS are achieved. Engagement and partnerships with stakeholders will also be critical to the successful implementation of CMATS. UCC would welcome the opportunity to participate in the implementation framework for CMATS.

## 6 Summary

UCC strongly supports CMATS and wish to remain an active partner in achieving its objectives for a radical modal shift in transport patterns and increasing connectivity to and throughout Cork's Metropolitan area.

Connectivity to UCC's primary and satellite campus locations is critical to supporting UCC's objectives to continue to grow and create a better and more sustainable future for society. In particular, enhanced connectivity is required for UCC's sites at CSAIP; its proposed new sports campus at Curraheen; and new sites in the city centre, including facilities at Lapp's Quay and Union Quay.

The proposed LRT and BusConnects will provide considerable improvements in connectivity throughout the Metropolitan area. UCC's primary request is that the draft CMATS is amended to:

- Provide for the BusConnects to route directly to its proposed new sports campus at Curraheen;
- Indicate the route of the advance high frequency bus route along the LRT line on the BusConnects mapping.

UCC also requests that priority is given to identification of the route alignments for the LRT and that direct connectivity to UCC is provided from proposed Park and Ride services and mobility hubs.

This submission includes several secondary recommendations, which UCC considers would help to increase sustainable transport use among its staff and students.

## Appendix C – Traffic Comments

Additional Traffic Comments

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In respect of chapter 4' Transport and Mobility' chapter, we would like to refer to a few aspects in more detail. As noted in our submission point 3.7, UCC would welcome the opportunity to be an active member of a stakeholder consultation group focused on the implementation of CMATS.

**UCC welcome and support the overall objectives of the Transport and Mobility Chapter to provide sustainable transport options for the future growth of Cork, including the following elements detailed in Chapter 4:**

#### [Light Rail](#)

That the emerging Innovation Corridor will be served by a light rail in the long term (4.63), and that a **pre-LUAS enhanced bus service** is planned along the corridor in the short term before the light rail can be built (see 4.62)

#### [Lee to Sea Greenway](#)

In relation to Objective 4.4 (Active Travel), we are fully supportive particularly of the proposed **Lee to Sea (L2S) Greenway** (see table 4.3) and hope for a timely delivery (4.30), particularly for its missing City Centre and western sections. The L2S would directly serve UCC's Main and Western Campuses and connect it to numerous trip attractors and key residential areas across the city. Together with a spur along the existing Curraheen Greenway it would follow the proposed "Innovation Corridor" with a highest quality active travel route.

We also welcome the aims in the draft CCDP of significantly improving the City's active travel infrastructure and drastically enhancing the public transport system, while the existing disproportional reliance on the private car will be reduced. This is essential to maintain access to the city at all times (esp. in peak hours), given the predicted growth in population and jobs, and to meet Irelands reduction targets for carbon emissions (climate protection).

In the Transport and Mobility chapter, strong reference is made to CMATS 2020, which shall be the basis for the future development of the city's transport sector.

The projected modal share figures for 2040 in CMATS seem under ambitious to achieve the two overarching goals of accessibility and reducing carbon emissions. While the figures quoted in CMATS apply for the entire CMA, there are no projection or target figures given for the City itself, neither in CMATS, nor in the CDP. It is therefore submitted that the CDP provide target figures for the modal share for 2028 for the City Centre area, to ensure that there are clear targets to reduce private vehicle use in the city in favour of public transport and active travel modes.

Extrapolation from figures in CMATS suggest that despite a reduction of the modal share to under 50%, the absolute figure of car journeys in the CMA will still see a substantial increase, given population and employment growth.

If accessibility to the city should be maintained and more room be given to public transport and active travel, it is hard to imagine how car travel in the city should still grow beyond present levels (in absolute figures), while a decrease of the absolute number of car journeys appears inevitable.

We note that the figures given always relate to the number of journeys, but not to the related mileage driven. If a relatively high number of private car journeys is expected to persist, their mileage, i.e. distance driven on these journeys, must be reduced, e.g. by multi-modal travel in combination with public transport (P+R), so that car traffic load in the City still gets reduced. This would be essential to maintain accessibility to key city areas, like e.g., UCC Campus, also for those who would need to drive.

It would be beneficial if the CDP would provide target figures for the modal share for 2028 in relation to the City itself (not the CMA).

The development of **Safe Routes to School (4.42)** finds our full support, and the programme should be rolled out with high priority. This must also include a re-distribution of street space and measures of traffic calming on such routes.

For many employees, so for many of our staff members the school run is part of their daily travel routine. The aim must be to reduce the number of pupils and students who are driven to school each morning by car, as the school traffic represents a high proportion of motorised traffic in the morning peak.

The goal must be that – depending on age – children should be able to walk or cycle to school (or take the bus) independently. If the parents' commute does not have to include the school run, they will have far greater flexibility to use sustainable modes for their commute to work, which would alleviate motor traffic load and parking pressure. Addressing the school run can be seen as one important key to a change in overall travel patterns.

We hence would suggest including the goal of an increasing number of children getting to school independently into the CDP.

In connection with 'Safe Routes to School' (4.42) and promotion of walking and cycling, i.e. Active Travel, we are missing information regarding **traffic calming measures** in the city.

We ask that a statement is included in the CDP (chapter 4) that calls for traffic calming measures, including lowered speed limits, on school access routes and primary walking and cycling routes to UCC's various campus parts (the latter particularly where there is no segregated cycling infrastructure available) to improve safety and the overall experience of active travel.