



# BUS CONNECTS CORK

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

## Cork Bus Network Redesign

- Public Consultation  
July 2021



## Key Choices

There are certain transport choices about which reasonable people will disagree. Understanding how people in the Cork Metropolitan Area would make these choices will help us develop the Draft New Network for public consideration.

# Questions

## 1. Appetite for change

How much change is desirable and tolerable, given changes benefitting the larger population will be disruptive to some people? We can make most peoples' journeys faster and better by changing the network, but it is not possible to make it better for every person nor for every current user.

People have built habits around the existing bus network. Any changes, no matter how beneficial, will be inconvenient for some people. Possible inconveniences include having to walk a little further, or having to change buses for trip on which it's not required now.

**Should network changes that improve service for most people be considered, despite inconvenience to some people?**

*Give your opinion on a scale from 1 (no existing bus users should be inconvenienced in any way) to 5 (we should design a network that provides maximum benefits to large numbers of people, regardless of the inconvenience to some existing users).*

- 1 (Minimise inconvenience)
- 2
- 3
- 4
- 5 (Maximise benefit)
- Not Sure

## 2. Defining “success” for the Cork bus network

What would it mean for a new Cork bus network to be “successful” in your opinion? Some public transport goals are in tension with one another, and within a limited budget we cannot maximise the pursuit of every goal at once. Your input on some of the goals that trade-off against one another can help us prioritise.

***Which of these goals are most important in the design of the Cork Metropolitan Area bus network? (Select two.)***

- High patronage - Large numbers of people using transport.
- Reducing vehicle travel and carbon emissions - Fewer people traveling fewer kilometers by car, with the resulting reduction in harmful emissions.
- Inclusion of people with severe needs or disadvantages - Provision of bus routes that help people in situations of disadvantage be independent and participate in society.
- Inclusion of all developed areas - Provision of transport in all developed parts of the Cork Metropolitan Area, regardless of the needs of people in each area and needs of people in each area and regardless of patronage.
- Limiting congestion - Continued growth of Cork's population and economy without more growth in congestion.

### 3. Designing for short walks or short waits

Focusing service on key corridors to make some routes more frequent can actually make people's trips faster, despite requiring longer walks. This increases access to opportunity within a reasonable travel time, gets people where they are going sooner, and typically leads to higher patronage.

***Which is more important to you?  
Short walks to bus stops, or short  
waits to use the bus?  
(Choose one.)***

- Short walks are more important.
- No preference.
- Short waits are more important.
- I'll do whatever gets me to my destination soonest.
- Not Sure

### 4. Interchange vs complexity

There is a trade-off between interchange and complexity that arises in many transport networks. The more a transport network is designed to avoid interchange, the more complex it will be, and the poorer the frequency of many routes.

While we would all prefer a one-seat ride instead of waiting for a second bus, such a system would spread service thin, make routes less frequent and thereby make the entire network less useful. Even with increased service, there is a limit to how many routes can run at high frequency if avoiding interchange remains important.

#### **Free interchange**

Note that **as part of the BusConnects improvements to transport fares, the additional charge to interchange will be eliminated in Cork.** Other improvements will also be made that make interchange less unpleasant, such as better bus stops and shelters and better bus reliability. **Once interchange is free,** should the network still be designed to help people avoid it?

***If some additional interchange would result in greater access and faster journeys for most people, would that be worthwhile?***

- Less interchange is so important to me that I am willing to accept poorer frequencies, long journey times and a more complex network.
- No preference.
- Higher frequencies, faster journeys or a simpler network are so important to me that I am willing to accept more interchange.
- I'm not sure.

## 5. Tell us about you

Please take a moment to answer the following questions to help us understand if we are reaching a representative cross section of the public.

***How often did you use public transport before the COVID pandemic began? (Choose one.)***

- All the time
- Most of the time
- Sometimes
- Rarely
- Never

***How often do you use public transport today, in July 2021? (Choose one.)***

- All the time
- Most of the time
- Sometimes
- Rarely
- Never

***Where do you live? (Choose one.)***

- |   |  |                                      |
|---|--|--------------------------------------|
| <input type="checkbox"/> Cork City Centre             | <input type="checkbox"/> Carrigaline   | <input type="checkbox"/> Ringaskiddy |
| <input type="checkbox"/> Cork City Hinterland         | <input type="checkbox"/> Carrigtwohill | <input type="checkbox"/> East Cork   |
| <input type="checkbox"/> Cork City South East Suburbs | <input type="checkbox"/> Cobh          | <input type="checkbox"/> North Cork  |
| <input type="checkbox"/> Cork City South West Suburbs | <input type="checkbox"/> Glanmire      | <input type="checkbox"/> West Cork   |
| <input type="checkbox"/> Cork City North East Suburbs | <input type="checkbox"/> Glounthaune   | <input type="checkbox"/> Other       |
| <input type="checkbox"/> Cork City North West Suburbs | <input type="checkbox"/> Little Island | <input type="checkbox"/> Not Sure    |
| <input type="checkbox"/> Ballincollig                 | <input type="checkbox"/> Midleton      |                                      |
| <input type="checkbox"/> Blarney                      | <input type="checkbox"/> Tower         |                                      |

***How old are you? (Check one.)***

- 17 or under
- 18-24
- 25-44
- 45-64
- 65-74
- 75 or over

**Thank you for taking part in our survey. Please post your completed questionnaire to:**

**Cork Bus Network Redesign  
Public Consultation  
National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20**

**Closing date 21st July 2021**

# Next Steps

**Thank you for your interest. This online consultation is the first step in the BusConnects Cork bus network redesign. Below, you can find out what happens next and how to stay involved.**

## Timeline

After consideration of public input from this first phase of consultation, a Draft New Network will be developed by NTA, Bus Éireann, Cork City Council, Cork County Council and consultants.

The Draft New Network will be presented to the public for review and comment, currently foreseen for October 2021.

Public input in response to the Draft will inform the Final New Network. It will also inform a parallel BusConnects programme, the development of Core Bus Corridors.

The Final New Network and the Core Bus Corridors are currently planned for implementation in 2023 with full operation reached in 2024.



## Stay involved

If you wish to be kept apprised of the progress of this study and opportunities for public comment, send an email to [corknetwork@busconnects.ie](mailto:corknetwork@busconnects.ie) and you will be added to the announcement list.

## For more information

Visit: [busconnects.ie/busconnects-cork/](https://busconnects.ie/busconnects-cork/)  
Contact: [corknetwork@busconnects.ie](mailto:corknetwork@busconnects.ie)