D

Hollyhill to City

Sustainable Transport Corridor Emerging Preferred Route

Public Consultation June 2022



BUS CONNECTS CORK

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

Rialtas na hÉireann Government of Ireland

Tionscadal Éireann Project Ireland 2040



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1. Introduction

1.1 Investing in Cork's Future: Cork Metropolitan Area Transport Strategy (CMATS) - Reimagining Public Transport in Cork

The National Transport Authority (NTA) is committed to enabling Cork's growth potential and supporting its future development. That's why the NTA has been working in partnership with Cork City Council, Cork County Council, Irish Rail, Bus Éireann and Transport Infrastructure Ireland, to develop, and now implement the Cork Metropolitan Area Transport Strategy (CMATS).

Adopted in 2020, CMATS will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region.

CMATS is about creating a liveable city and connected communities by giving everybody the opportunity to access sustainable public transport options, along with radically improved cycling and walking infrastructure.

Putting transport at the heart of the vision for Cork

CMATS sets out an ambitious vision to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region.

The implementation of CMATS is aligned with a broad national policy framework, supporting regional development, economic growth, climate action and investment in sustainable transport. This framework includes:

- National Development Plan 2021-2030
- Climate Action Plan 2021
- National Planning Framework 2040
- National Sustainable Mobility Policy

Cork Metropolitan Area Transport Strategy (CMATS) means:

A multi-billion Euro investment in transport for the Cork Metropolitan Area over the next two decades delivering;

- A transformed bus system - BusConnects Cork;
- An enhanced commuter rail system – Cork Commuter Rail Programme;
- A new east-west light rail line - Luas Cork;
- A comprehensive cycling network providing safe cycling facilities across the region;
- Various new road links and road improvements plus park & ride provision; and
- Enhanced pedestrian facilities.

CMATS will result in more than half of all journeys in the morning peak being made by public transport, cycling and walking when the Strategy is delivered compared to just 26% at present.


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1.2 What is BusConnects Cork?

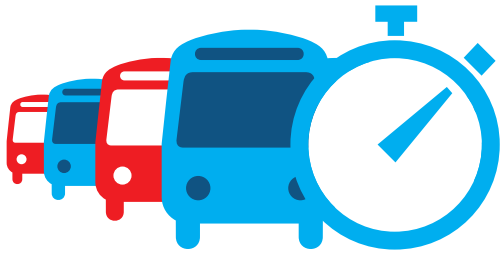
To help Cork city and county fully realise this vision for the future, the NTA is planning an investement of half a billion Euro to develop Sustainable Transport Corridors, revamping key roads and streets to enhance provision for buses, cyclists and pedestrians, as a key component of BusConnects Cork.

For the people of Cork, this investment will mean greater connectivity to employment, to education, to family and friends, to retail and to the burgeoning social and cultural fabric of the region.

This will help the city achieve its climate goals, become more sustainable, contribute to growing the economy, improve accessibility and drive down journey times in the city.

BusConnects is the NTA's programme of bus service improvement in Irish metropolitan areas. BusConnects Cork will entail a €600m investment and includes nine measures which will transform Cork's bus system, making public transport more useful to more people.

BusConnects Cork will enhance the capacity and potential of the public transport system. It will support the delivery of a low carbon and climate-resilient public transport system in addition to greatly improving accessibility to jobs, education whilst playing a key role in regeneration and improvements to public realm and City Centres.



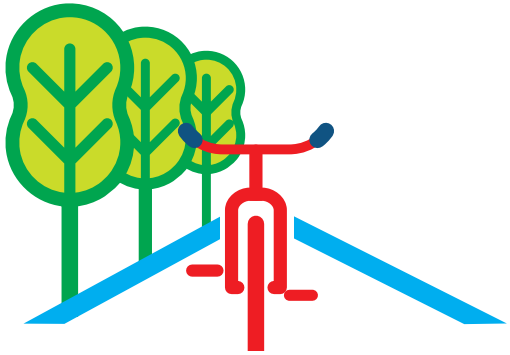
Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements



Support the delivery of an efficient, low-carbon and climate-resilient public transport service, which supports the achievement of Ireland's emission-reduction targets



Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services



Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable

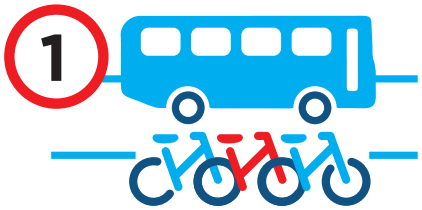


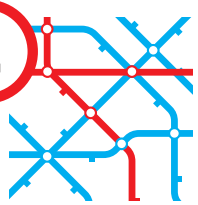
Enable compact growth, regeneration opportunities and more effective use of land in Cork, for present and future generations, through the provision of safe and efficient sustainable transport networks

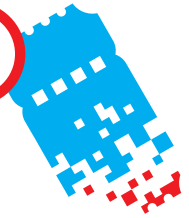


Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible

BusConnects Cork aims to overhaul the current transport system in the Cork Metropolitan Area through:

1. 
Building a network **of new Bus and Cycle Corridors**

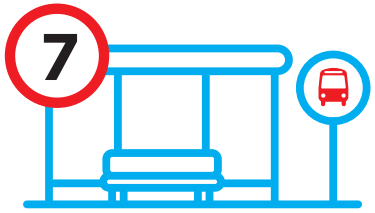
2. 
Completely redesigning the bus network

3. 
New state -of-the-art ticketing system

4. Implementing **Cashless payment system**


5. 
Revamping the fare system

6. 
New bus livery

7. 
New bus stops and shelters
with better signage and information

8. 
New Park & Ride
sites in key locations

9. 
Transitioning **to a zero emissions bus fleet**

A number of the initiatives are already underway including the **redesigning of the Bus Network** in the Cork metropolitan area which had two rounds of public consultation during 2021. The Final Redesigned Bus Network for Cork was recently published and will be implemented during 2023 / 2024.

The **restructuring of the fare system** with a new 90-minute fare, that will allow passengers to take multiple trips on various modes of transport within 90 minutes of one another without incurring any additional financial penalty. Transitioning the bus fleet from diesel to fully electric zero-emissions vehicles is also a cornerstone of the BusConnects programme. This transition is already underway in Ireland's major cities with the first fully electric buses for Cork planned to be delivered in 2023.

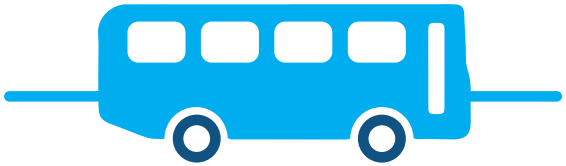
1.3 What is the Sustainable Transport Corridor Project?

The proposals are to invest in Sustainable Transport Corridors that will have continuous bus priority – generally, a continuous bus lane in each direction, but other arrangements are used in constricted locations. This will remove the delays currently being experienced by the bus system, which will grow worse as congestion increases, and allow the buses to transport their many thousands of passengers with greater certainty about the arrival times to their destinations.

Along these corridors, we also intend to provide segregated cycle tracks in each direction, separated as far as is practically possible from general traffic. In areas where this may prove difficult to achieve, we intend to provide offline cycle tracks, where a cycle track will divert off the Sustainable Transport Corridor and onto a quieter road or purpose-built cycleway, before re-joining with the corridor.

The proposed Sustainable Transport Corridors will feature new cycling and walking infrastructure as well as improving bus priority on roads and streets in Cork. The new corridors will help improve the number of people walking and cycling to work and college, shopping, meeting friends; while radically improving the frequency and reliability of bus services across the city.

93km of bus lane/ bus priority



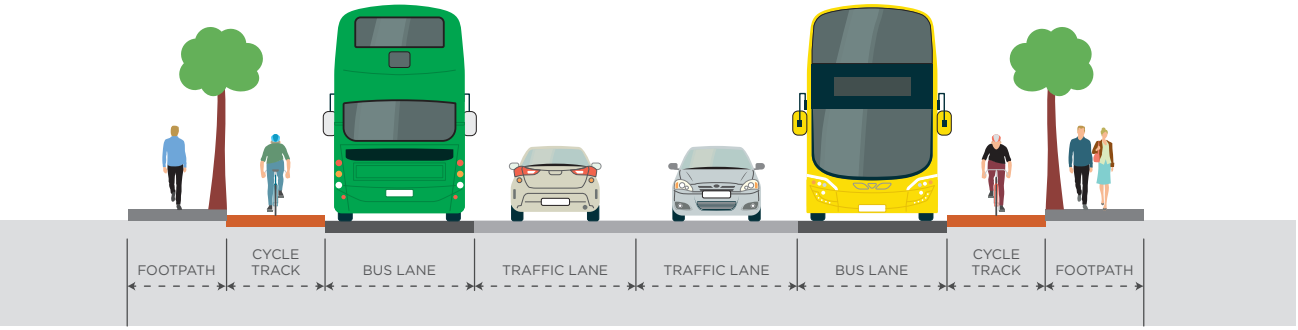
112km of cycle facilities (one direction) delivering 56km of the cycle network



1.4 Potential Road Layout

To create the Sustainable Transport Corridors changes to current road layouts will need to be designed and built. The new design will allow for improved footpaths, segregated cycle tracks where achievable and dedicated bus lanes to remove the buses from congestion. An example of a road layout is shown below – however, this layout is only possible in certain areas.

All of the routes are at Emerging Preferred Route (EPR) options at this stage. There will be extensive public consultation undertaken in relation to these proposals and it is likely that various refinements and changes will be incorporated as that public engagement and dialogue progresses.



1.5 What are the benefits of the Sustainable Transport Corridor Project?

The Sustainable Transport Corridors being proposed to realise the vision of the Cork Metropolitan Area Transport Strategy will achieve a number of benefits which will have far-reaching influence on all modes of transport in Cork.

1.5.1 Improved Bus Journey Times

By improving the roads and infrastructure that the bus services operate on, ultimately BusConnects Cork will achieve a much more efficient bus system for Cork. By improving bus priority across the city, journey times will be reduced and will become much more predictable.

Consistently faster and more predictable journey times means a more reliable bus system. This improved reliability will make public transport in Cork more appealing to more people, and resourcing the bus services with drivers and buses will become more streamlined.

1.5.2 Better Environment for Cyclists

BusConnects Cork entails much more than just investment in buses and bus lanes, in fact, this plan will provide much needed cycling facilities and make it easier, safer and more attractive to cycle around the Cork City region.

Only 1% of the 803,000 trips that are made in the Cork Metropolitian Area on an average weekday are made on bicycles. A significant factor in the low number of cyclists is the lack of safe cycling infrastructure and the Sustainable Transport Corridor Project aims to significantly improve this by building a network of cycle lanes and cycle tracks that will make up the core of the region's cycling network.

The major Sustainable Transport Corridors across the metropolitan area are also the main

cycling arteries. The reconfiguration of these roads for bus lanes provides the opportunity to transform the cycling infrastructure at the same time.

On each of the 12 Sustainable Transport Corridors, our objective is to invest in and provide high-quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. Approximately 112km of cycle facilities (in one direction) will be built which will deliver 56km of the cycle network. A better cycling network is good for all transport users. It avoids cyclists sharing general traffic lanes or bus lanes with buses and will remove many of the conflicts between general traffic, buses and cyclists. The cycling infrastructure delivered under this programme will form the core of the region's cycling network and deliver a radical stepchange in cycling facilities in Cork.

1.5.3 Enhanced Facilities for Pedestrians

Cork's pedestrian facilities have been a concern in many areas for many years. A key component of the Sustainable Transport Corridors project is to use this unique opportunity to create a better environment for pedestrians as we improve these corridors. In particular, we will look to add new footpaths in areas where they are currently lacking, improve the quality of footpaths and pedestrian crossings, as well as expanding pedestrian facilities at junctions. We will also enhance key local centres with public realm improvements including additional landscaping and outdoor amenities.

1.5.4 Sustainable and Liveable City

BusConnects Cork is about making sustainable transport a better and more accessible option. By providing a high-quality, frequent and reliable bus service, and improving cycling and pedestrian infrastructure, we can make Cork a more attractive place to live, work and visit. Moving some people from their cars onto buses, bicycles and footpaths will make Cork a less congested, and more climate friendly region. More areas of the region will be accessible by public transport and the inclusion of people with additional needs will be carefully considered at all stages of the design process. Effective and accessible public transport will allow people of all ages and abilities to reach their full potential and participate wholly in society.

1.5.5 Supporting the Economy

A well-functioning public transport system is a basic requirement for any metropolitan area that aspires to provide plenty of employment opportunities for its people into the future. With bus and rail, Cork boasts some excellent services but if it is to achieve its potential as the fastest growing city in Ireland, and to continue to attract the best jobs and the best employers, we have to develop a transport system that will meet the needs of such a rapidly developing region.

Creating dedicated bus lanes and safer cycling facilities will make journeys by bus or on a bike more convenient, attractive and reliable. It will allow people to plan journeys with confidence and therefore make Cork a more attractive location for employers, leading to increased economic activity and the regeneration of the City. It will also make it easier for people to get out and enjoy the city and all it has to offer, which is good news for businesses in the city centre and beyond.



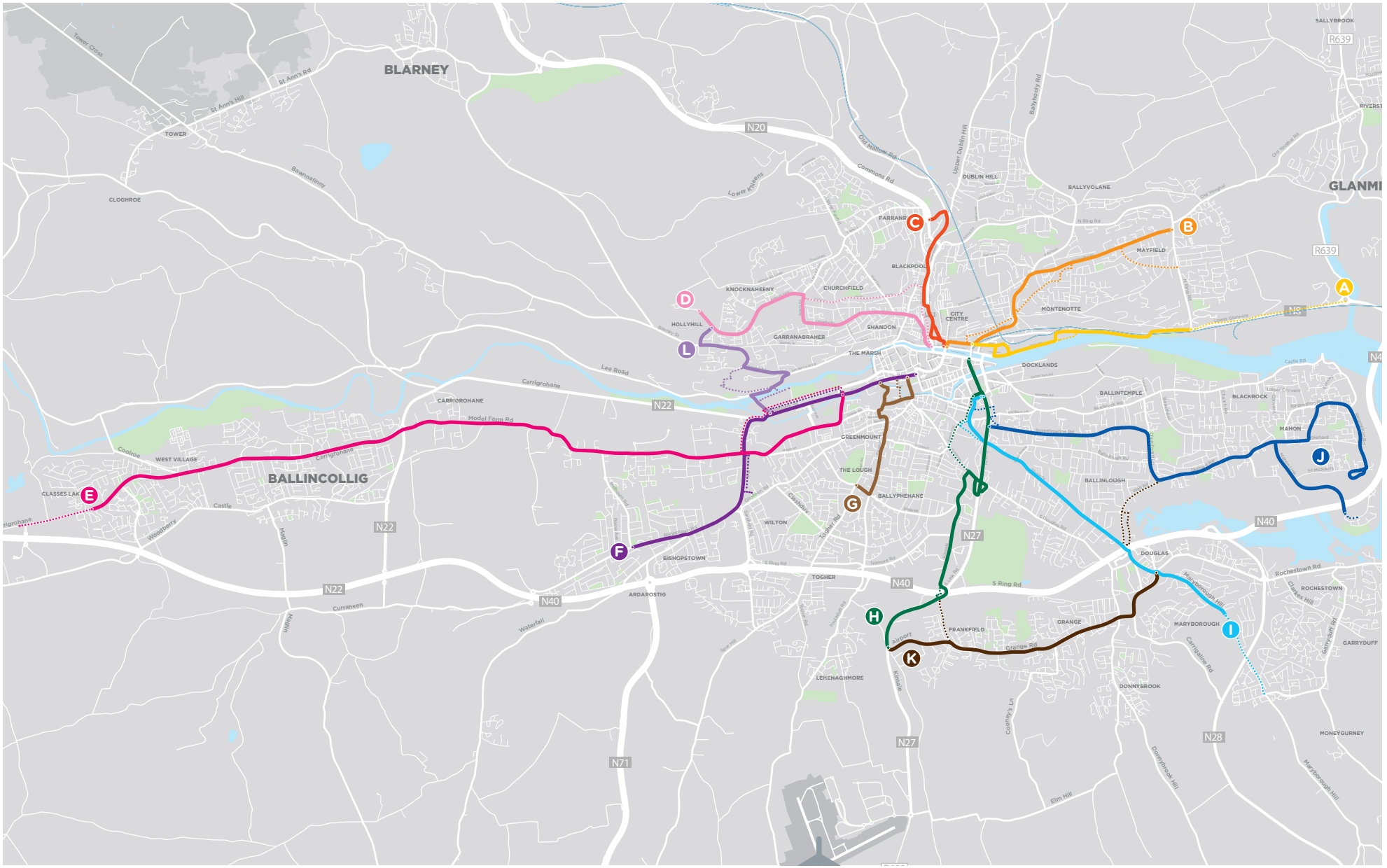
1.6 Emerging Preferred Routes

Sustainable Transport Corridors

- A **Dunkettle to City**
- B **Mayfield to City**
- C **Blackpool to City**
- D **Hollyhill to City**
- E **Ballincollig to City**
- F **Bishopstown to City**
- G **Togher to City**
- H **Airport Road to City**
- I **Maryborough Hill to City**
- J **Mahon to City**
- K **Kinsale Road to Douglas**
- L **Sunday's Well to Hollyhill**

Sustainable Transport Corridor

Alternative Cycle Facilities


BLARNEY
BALLINCOLLIG
CARRIGROHANE
WEST VILLAGE
CLOGHROE
TOWER
BLACKPOOL
KNOCKNAHEENY
CHURCHFIELD
HOLLYHILL
SHANDON
GARRANABRAHER
THE MARSH
CITY CENTRE
MONTENOTTE
DUBLIN HILL
BALLYVOLANE
MAYFIELD
DOCKLANDS
BALLINTEMPLE
BLACKROCK
MAHON
GREENMOUNT
THE LOUGH
BALLYPHEHANE
BALLINLOUGH
WILTON
BISHOPSTOWN
TOGHER
ARDAROSTIG
LEHENAGHMORE
FRANKFIELD
GRANGE
DOUGLAS
MARYBOROUGH
ROCHESTOWN
GARRYDUFF
DONNYBROOK
MONEYGURNEY
SALLYBROOK
GLANMI
RIVERST
N20
N22
N27
N28
N40
N71
N8
N4
R639
A
B
C
D
E
F
G
H
I
J
K
L

2. Emerging Preferred Routes

2.1 Emerging Preferred Route for Hollyhill to City

The Emerging Preferred Route set out in this consultation document was identified following an assessment of various alternatives.

The route selection process involved identification and consideration of possible options taking account of criteria including local impacts on property frontage, existing traffic patterns and broad assessment of environmental impacts. A Feasibility Report setting out details of the assessment work undertaken is available on **www.BusConnects.ie**.

Arising from that work an Emerging Preferred Route has been identified for this corridor and public feedback on that proposal is now sought. It is important to know that this option is not adopted yet. Only following this public consultation and the review of the submissions received will a decision on the final Preferred Route be made.

2.2 Hollyhill to City Overview

The Hollyhill to City Sustainable Transport Corridor (STC D) commences at the Apple Campus on Tadhg Barry Road. The corridor proceeds on Tadhg Barry Road, Harbour View Road, Baker's Road and Cathedral Road. From Cathedral Road the corridor proceeds on Cathedral Street, Roman Street, Upper John Street, John Redmond Street to Mulgrave Road towards the city. The proposed corridor also connects in with Sustainable Transport Corridor L (STC L) - **Sunday's Well to Hollyhill** at the junction of Tadhg Barry Road and Harbour View Road as well as Sustainable Transport Corridor C (STC C) - **Blackpool to City** at the intersection of O' Connell Street and Watercourse Road.

Priority will be provided for buses on STC D using dedicated bus lanes on Tadhg Barry Road, Harbour View Road and Baker's Road as far as the junction with St. Mary's Health Campus. Cathedral Road, Cathedral Street, Roman Street, Upper John Street, John Redmond Street and Mulgrave Road are physically constrained. A series of bus priority traffic signals and bus gates at key locations will remove through traffic and deliver bus priority along this section of the STC.

Connectivity for cyclists includes dedicated cycle tracks on Tadhg Barry Road, Harbour View Road and Baker's Road as far as the junction of Bakers Road and St. Colmcille's Road. From here dedicated cycle tracks are provided on St. Colmcille's Road, Sunvalley Drive, North Monastery Road and O'Connell Street as far as the junction of O'Connell Street and Watercourse Road. From here the cycling connects into the proposed cycling facilities on Sustainable Transport Corridor C (STC C) - **Blackpool to City**, where it overlaps along Watercourse Road, from O'Connell Street to Cathedral Walk. From here it is proposed that STC D cycleway follows a 'quietway' route along Upper John Street, Lower John Street and Knapp's Square.

The following paragraphs will describe each section of STC D in more detail, identifying the measures proposed so that sustainable transport is prioritised.

2.2.1 Tadhg Barry Road to Baker's Road via Harbour View Road

The corridor commences at the Apple Campus on Tadhg Barry Road and travels east onto Harbour View Road as far as the junction

with Baker's Road. It is proposed to provide continuous bus lanes and cycle tracks in both directions along this section of the STC. It is also proposed to upgrade the existing roundabout at the junction of Harbour View Road, Courtown Drive and Terence MacSwiney Community College to a signalised junction with dedicated pedestrian and cycling facilities.

To facilitate these sustainable transport improvements, it is proposed that land take would be required at the following approximate locations:

- Lands of Apple and Hollymount Industrial Estate on Tadhg Barry Road;
- Lands to the north of Harbour View Road adjacent to the reservoir and Applegreen/ Burger King;
- Lands of St Mary's on the Hill Church and Hollyhill Shopping Centre, and
- Lands of private properties on Harbour View Road between Courtown Drive and Knocknaheeny Avenue.

The indicative extents of this land take are shown on the drawings shown in the Appendix of this brochure

It should be noted that consultation is ongoing with Cork City Council Northwest Quarter Regeneration office to ensure their proposals for future housing on Harbour View Road are compatible with the requirements for the STC.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Tadhg Barry Road, Harbour View Road	Continuous segregated cycle lanes on both sides of the road.
Tadhg Barry Road/ Harbour View Road	Junction upgraded to prioritise pedestrian and cycle friendly design.
Harbour View Road/Courtown Drive /Terence MacSwiney Community College roundabout	Converted to a signalised junction to provide bus priority and to prioritise pedestrian and cycle friendly design. Signalised crossings for pedestrians provided on all arms of the junction.
Knocknaheeny Avenue/Harbour View Road	Junction upgraded to prioritise pedestrian and cycle friendly design.
Harbour View Road/Baker's Road	Junction upgraded to prioritise pedestrian and cycle friendly design.

2.2.2 Baker's Road to City- Buses

IIt is proposed to provide bus lanes in both directions along Baker's Road as far as the junction with St. Mary's Health Campus.

Cathedral Road, Cathedral Street, Roman Street, Upper John Street, John Redmond Street and Mulgrave Road are physically constrained. A series of traffic signals and bus gates (short section of bus/cycle only roadway) at key locations will remove through traffic yet facilitate local traffic movements and deliver bus priority along this section of the STC.

Specifically, it is proposed that Cathedral Road between Baker's Road and Wolfe Tone Street will remain open to local access traffic, buses, taxis and cyclists with the following restrictions:

Bus gates (short section of bus/cycle-only roadway) are proposed at:

- Gurranabraher Road (inbound (towards the city) and outbound (towards Apple campus);
- Wolfe Tone Street (inbound);
- Roman Street (outbound).

These proposed bus gates will reduce traffic volumes on Cathedral Road, which will allow buses to move freely.

Inbound (towards the city) through traffic will be directed onto:

- Sunvalley Drive, North Monastery Road, O'Connell Street, Watercourse Road and N20.

Outbound (towards Hollyhill) through traffic will be directed onto:

- N20, Watercourse Road, O'Connell Street, North Monastery Road and Sunvalley Drive.

Inbound (towards the city) bus priority is proposed on Mulgrave Road through a short section of bus lane and by using a bus priority traffic signal allowing buses to go ahead of general traffic. This means that buses will get a 'head-start' over cars.

No land take is required to facilitate these sustainable transport improvements.

Along Cathedral Road (from Presentation Road to Mary Aikenhead Place) no physical works are proposed except for bus gates (short sections of bus/cycle-only roadway), bus stop upgrades and improved pedestrian facilities at junctions.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Cathedral Road	Improved bus stops and new pedestrian /toucan crossing locations to facilitate easy access to bus stops and generally improved permeability for pedestrians. A traffic calmed environment will provide a safer and more attractive environment for pedestrians.
Cathedral Road/Baker's Road	Junction upgraded to prioritise pedestrian friendly design.
Cathedral Road/Gerald Griffin Street	Left turn slip from Cathedral Road to Saint Mary's Road removed to facilitate easy pedestrian crossing. Additional planting proposed in this location and has potential to be used as an urban pocket park.
Baker's Road	New signalised toucan crossings to facilitate easy access to bus stops and generally improved permeability for pedestrians.

2.2.3 Bakers Road to City- Cyclists

Due to the constrained road width of the existing Cathedral Road, a two-way cycle track is proposed along St Colmcille's Road, Sunvalley Drive, North Monastery Road and O'Connell Street. This will include new cycle crossing facilities at the junction of Churchfield Way Lower, Gurranebraher Road, Wolfe Tone Street, Redemption Road and Gerald Griffin Street.

The proposed cycle provision for STC D will link in the works currently being implemented as part of the Knapp's Square and Lower John's Street Area Pedestrian and Cycle Measures.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Sunvalley Drive/Gurranebraher Road Roundabout	Converted to a signalised junction to provide bus priority and to prioritise pedestrian and cycle friendly design. Signalised crossings for pedestrians provided on all arms of the junction.
St Colmcille's Drive, Sunvalley Drive, North Monastery Drive, O'Connell Street	Continuous segregated cycle lanes on both sides of the road.
St Colmcille's Drive, Sunvalley Drive, North Monastery Drive, O'Connell Street	Two new signalised toucan crossings to facilitate easy access to bus stops and generally improved permeability for pedestrians.
St Colmcille's Drive/Churchfield Way Lower	Junction upgraded to prioritise pedestrian and cycle friendly design.

2.3 Key Facts

Approximate number of properties that may be impacted	**76**
Approximate number of on-street parking spaces that may be removed	**17**
Approximate number of roadside trees that may be removed	**52**
Approximate STC route length	**3.9km**
Approximate new cycle lane length	**3.9km**
Current bus journey time	**up to 29 mins**
BusConnects journey time	**16 mins**
Future bus journey time without BusConnects	**35 mins**

2.4 Understanding the terminology

1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Programme is to create 12 Sustainable Transport Corridors (STC). A STC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside general traffic and segregated cycle lanes/tracks where feasible.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

Emerging Preferred Routes (EPR) are the initial design options for each route which will now be subject to a non-statutory public consultation process. The EPRs, in some cases with multiple sub-options, are to inform the public of the likely layout of the roadway with the necessary STC infrastructure in place. They include possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Bus Gate:

A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists



plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the Bus Gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

5. Signal Controlled Priority (SCP):

Signal Controlled Priority (SCP) uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed the general traffic will then be allowed through the lights.



Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.



2. As the bus approaches, the light signal changes to halt general traffic.



3. The bus has priority to proceed.



4. When the bus has cleared the junction, general traffic proceeds.

6. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

7. Quiet Street Treatment:

Where STC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the STC bus route.

Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

8. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

3. Understanding Potential Challenges and Ways to Mitigate

3.1 Overview

Investing in public transport in Cork is essential for the development of the city and with this comes a number of challenges. Developing on-street sustainable transport infrastructure and investing in urban renewal involves many competing demands which have to be addressed in a balanced and realistic way. Cork is no different as the establishment of the city dates back to the 6th century. Whilst it has grown into a modern metropolitan city there are still many older quarters made up of narrow, winding and increasingly congested streets. Many of these streets are hilly with steep gradients, especially north of the River Lee. There are many streets with narrow or missing footpaths. The uniqueness of many parts of the city and the limitations of physical space to work with presents significant, but surmountable challenges for the provision of the required level of bus priority and cycling provision.

However, the NTA is committed to continuing its partnership with Cork City Council to mitigate any of the potential impacts of the infrastructural work and ensure that this €600 million investment in Cork is realised.

The NTA has significant experience of designing bus and cycle infrastructure and, importantly, engaging extensively with local communities, residents and businesses. We are acutely aware of the issues and concerns that may be raised regarding the impact of any change to road layout, loss of portions of gardens, parking and trees. All decisions taken by the NTA are to achieve better sustainable public transport options for people and address the climate crisis. Therefore, we endeavour to lessen likely impacts and where feasible find alternative solutions.

In addressing the likely challenges, people in all areas of the city will enjoy increased access to jobs, education and other essential services. Communities will benefit from increased walking and cycling infrastructure and urban renewal while businesses will enjoy greater connectivity to attract the best talent to the city.





3.2 Challenges and how we will mitigate to address them

3.2.1 Changes to Traffic Movement to improve Sustainable Transport Options

Considerations:

By creating more space and priority for buses and cycling, there will be changes to how the private car currently moves around the streets. Some roads may become one-way, new bus-only sections will be introduced and in some places, general traffic will have to take new routes in and out of the city. Additional cycle routes will be built, generally segregated from vehicular traffic, and pedestrian crossings will be added and moved in some areas. These cycle routes along these key corridors are essential to generate the real benefits of cycling in the city.

Reducing and Balancing Potential Impact:

Where traffic is diverted and re-routed, adequate signage and road markings will be provided for people to navigate the new routes. While some access routes may change, vehicular access will be maintained to all properties.

3.2.2 Potential Acquisition of Portions of Gardens

Considerations:

There is very little unused space along many of the busy roads in the city and because of that, it will often not be possible to accommodate the bus lanes and cycle tracks in the width available. In order to achieve the required space, it will be necessary, in places, to acquire parts of the garden space of houses plus land in front of commercial properties, in order to allow the bus and cycle facilities to be provided. Where this is necessary there will be appropriate consultation and engagement with potentially impacted property owners.

Redesign & mitigation landscaping to balance the reduction of garden space:

Where lands, such as parts of gardens, are being acquired for widening – we will purchase the portion of front gardens from property owners; ensure new landscaping and replanting of the gardens as well as providing compensation for the garden portion loss and disruption.

3.2.3 To facilitate better walking and cycling there will be reductions of On-Street Parking

Considerations:

Because the proposed corridors travel through residential and business areas, there will be a need to reduce the amount of on-street parking to accommodate the new layouts.

To offset the reduction of on-street parking:

Where there is a loss of parking spaces and it is appropriate to provide replacement spaces, we will seek to provide, where feasible, alternative parking close by for residents and businesses.

3.2.4 Tree replanting to offset the potential removal of some existing trees

Considerations:

As with the need to remove some parts of front gardens and alter footpaths, there will also be a need to remove some trees along some of the corridors.

Comprehensive Tree Planting Programme:

The NTA will, however, endeavour to maintain as many mature trees as possible. Moreover, where trees have to be removed from roadsides and footpaths, we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations. This will ensure that every tree removed will be replanted as part of the project.

3.2.5 Road Works and Construction Sites

Considerations:

Widening roads, and building bus and cycle lanes, requires a certain amount of construction work. There will be the excavation of the existing roads, plus parts of gardens and footpaths where needed. There will be resurfacing, kerbing, replanting and landscaping. During the construction stages, the construction sites will be localised and managed on a road by road basis. As with any worksite and road works, there will be a certain level of noise, dust and temporary traffic diversions.

Lessening any construction work effects:

Traffic management will be very important to keep the traffic moving whilst ensuring local access for people and deliveries is always maintained. In addition, where private and public walls or fencing are removed – we will rebuild new garden walls and replace fencing where gardens have been affected and shortened. Also, where public or commercial walls and fencing have been taken they will be rebuilt and replaced.

3.2.6 Investing in Urban Renewal and Increasing Pedestrian Facilities

We will look for areas along the busy corridors where it is possible to improve the existing local spaces and the existing landscaping. It is important to use this opportunity to not only replace what is removed but to enhance the local areas. To do so, we will provide funding support for urban centre improvements and creating attractive local environments.

3.2.7 Community Forums

A series of Community Forums will be established as part of efforts to engage with people and organisations across the city as plans for the Sustainable Transport Corridors are developed, finalised and progressed. The aim is to create two-way communications with local communities, allowing information and feedback to be exchanged in a convenient and comprehensive manner. It is envisaged that the meetings of the Community Forums will be chaired by an independent chairperson and will feature community associations, special interest groups, business organisations and local public representatives as well as personnel from the NTA. For information on how resident and community group representatives can become a member of a Forum please visit the website **www.busconnects.ie/cork**.



4. The Process for the Acquisition of Land

While extensive efforts will be made to minimise the impact on the grounds of private properties, there will be locations where additional road widening will be necessary. This may require, for example, the acquisition of parts of front gardens, walls, fences, gates, driveways and the rebuilding of those elements to enable the street widening. In such cases the following process will apply.

Firstly, the NTA will issue information letters to each land owner and/or occupier along the Sustainable Transport Corridors who might, potentially, be impacted by widening proposals. These are not formal compulsory purchase order (CPO) notifications – no final decision on the proposals have been made at this stage. The intention of these letters is to start a direct dialogue between NTA and the potentially impacted parties.

After the issue of these information letters, design development and consultation will continue. During this time NTA will refine the design and consider options to reduce impacts on private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the likely impact of the proposed development and what arrangements can be made to reduce and, where possible, avoid those impacts.

At the end of the design process, probably early in 2024, the NTA will finalise the statutory planning documentation and submit formal consent applications to An Bord Pleanála for the proposed BusConnects schemes, including seeking confirmation to compulsorily purchase the necessary lands. It is at this stage that the NTA will serve formal notice on the actual impacted owners of land proposed to be compulsorily purchased for the projects.

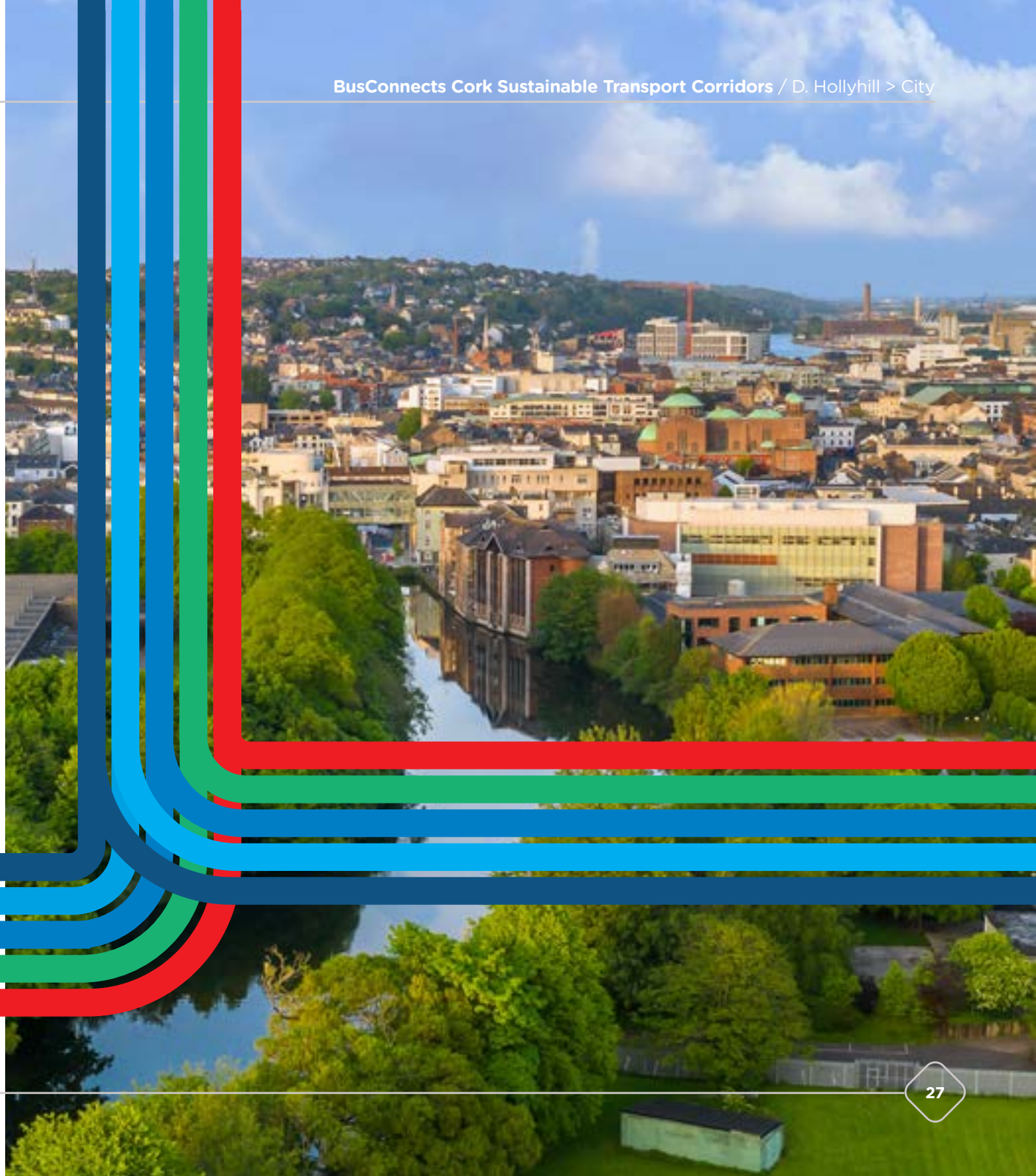
It is then the role of An Bord Pleanála to decide whether or not the particular scheme should proceed to construction. Following receipt of the planning applications, there will be a period of statutory public consultation to allow those notified as being subject to some property acquisition, and the public at large, to make submissions and/or objections directly to An Bord Pleanála. This will be followed by an Oral Hearing by An Bord Pleanála if deemed necessary. The statutory process will conclude with a decision by An Bord Pleanála on whether to:

1. Approve the proposed scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the proposed scheme; and

2. Confirm the CPO or any part thereof with or without conditions or modifications, or annul the CPO or any part thereof.

If An Bord Pleanála grants approval for the schemes, the NTA will, from 2025 onwards, commence valuations and negotiations to acquire the lands in the CPO, and progress construction of the projects. The compensation payable for any acquisition will include the value of the land being acquired plus any devaluation (if applicable) in the remainder of the property, disturbance/disruption costs and professional fees such as a valuers and/or solicitors required for the acquisition.

The construction of each corridor will take up to two years to complete. The construction start dates for each of the 12 corridors will be managed over the period 2025 through 2030.



BusConnects Cork Sustainable Transport Corridors / D. Hollyhill > City

4.1 How the Project will progress through public consultations until Formal Planning

2022

2023

2023-2026

ENGAGEMENT

Consultation on Emerging Preferred Route Q2/Q3

Consultation on Emerging Preferred Route Proposals.

Further Consultation on Preferred Route Q1/Q2

Preparation of Draft Preferred route Q1/Q2. Having taken account of feedback received, publication of Preferred Routes for the Sustainable Transport Corridors - 2 month period of public consultation.

STATUTORY PROCESS

Preparation of Statutory Application

- Optimise Engineering Design
- Prepare Environmental Impact Assessment Report
- Define property requirements and prepare CPO

2024-2025

An Bord Pleánala Applications

- Submission of Applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPO
- Statutory Consultation in accordance with the legislative requirements
- An Bord Pleanála deliberations including an Oral Hearing where required
- An Bord Pleanála may:
  1. Approve the Proposed Scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the Proposed Scheme; and
  2. confirm the CPO or any part thereof with or without conditions or modifications, or annul the CPO or any part thereof.

2025-2030

ACQUISITION & CONSTRUCTION

Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete

5. How to take part in the public consultation and have your say

Please remember that the plans that we are publishing are proposals and that no final decision has been made on these matters in advance of the public consultation. We welcome all of your views. Where you do not like a proposal, please consider suggesting an alternative solution or other option for consideration.

5.1 If a property owner has land that may be impacted

If your property is potentially impacted by the proposals, a letter will have been delivered to the property and details of how to engage with the NTA are detailed in that letter. A dedicated property liaison representative will be available to contact each property owner and provide regular updates on the project.

5.2 General queries

The project website www.busconnects.ie/cork has a dedicated Sustainable Transport Corridor section and all 12 Brochures are available to view and download. General queries can be sent by email to **corkstc@busconnects.ie**

For queries where the information is not available on the website please contact - **1800 303 653**

5.3 How to send a submission

We are inviting submissions in relation to the proposals set out in this Emerging Preferred Routes Document.

Written submissions and observations may be made by:

Online: Click on "Public Consultation" section of the Sustainable Transport Corridor page on our website: **https://consult.nationaltransport.ie**

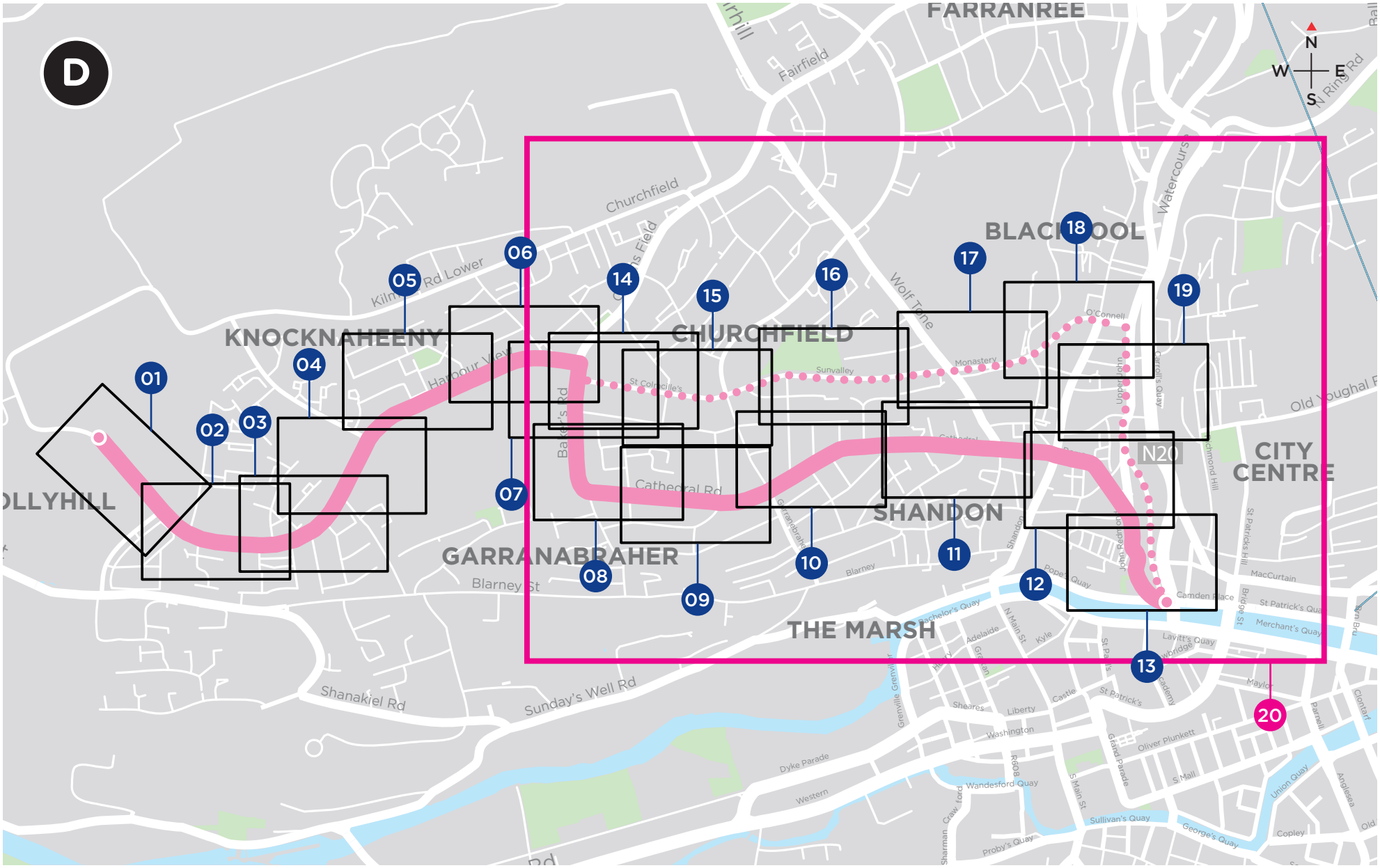
Or by post to:
Cork Sustainable Transport Corridors Project,
National Transport Authority,
Dún Scéine, Harcourt Lane,
Dublin 2 D02 WT20



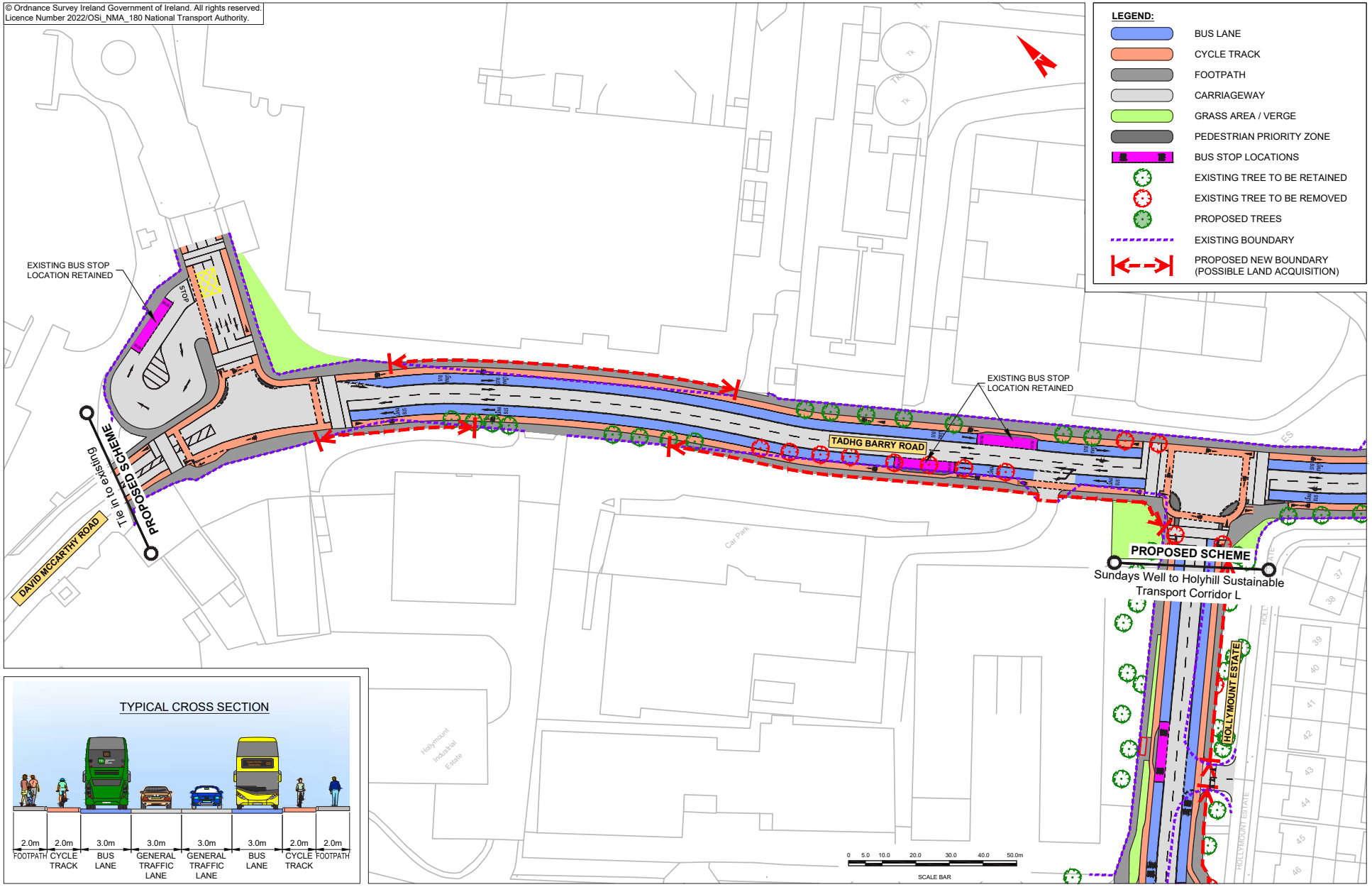
6. Appendices

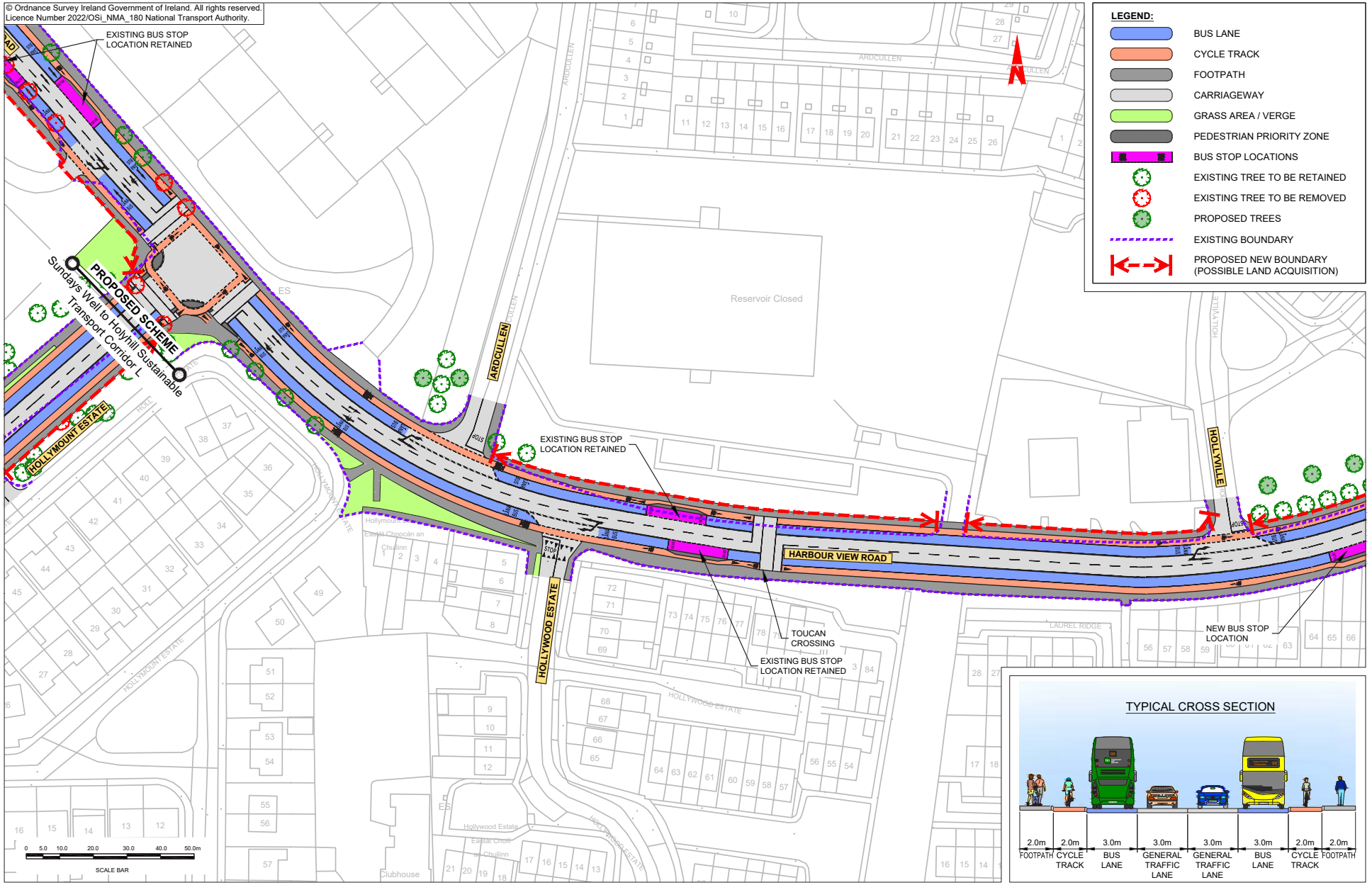
6.1 Index maps
6.2 Route maps

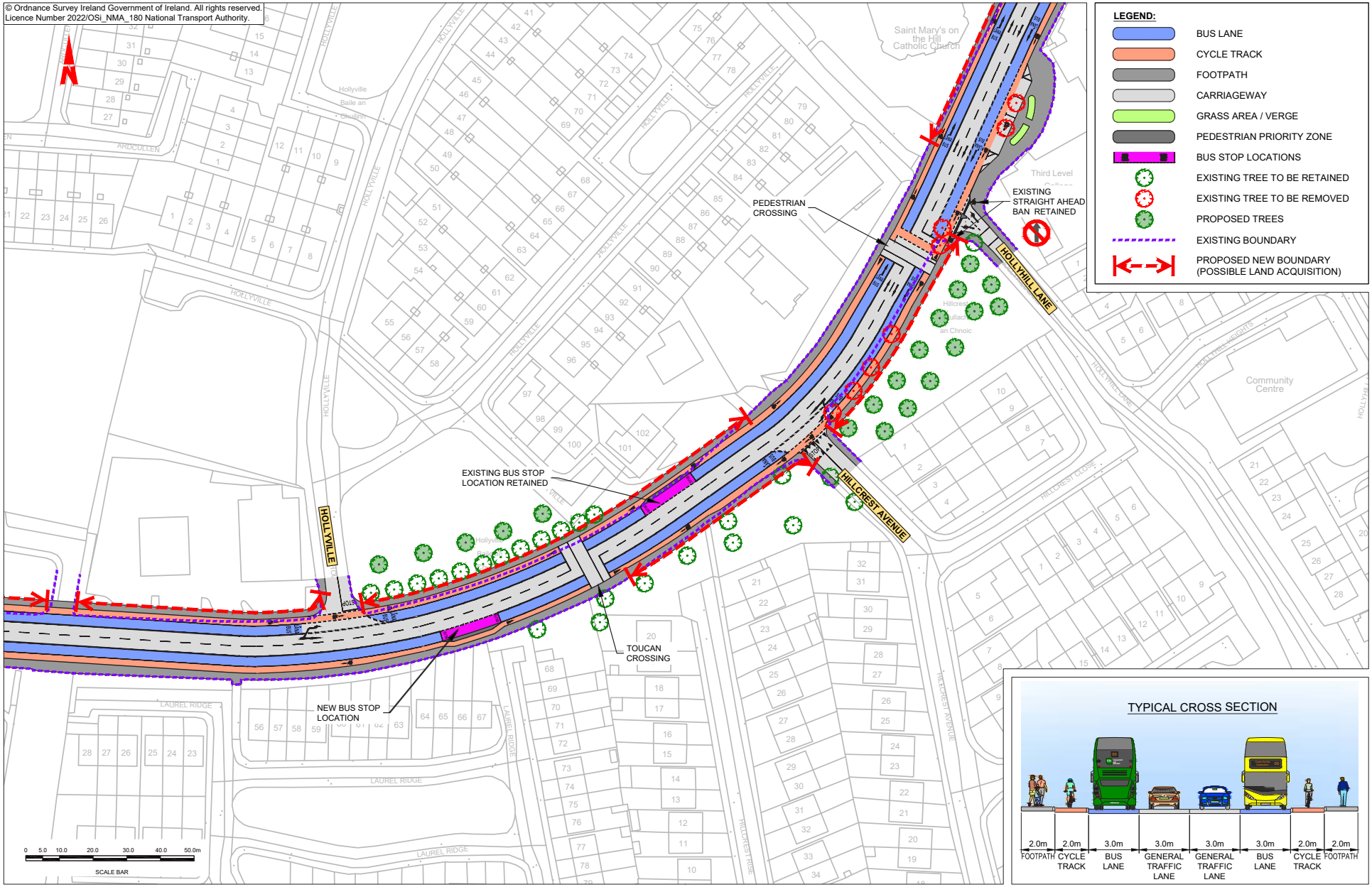
Index Map

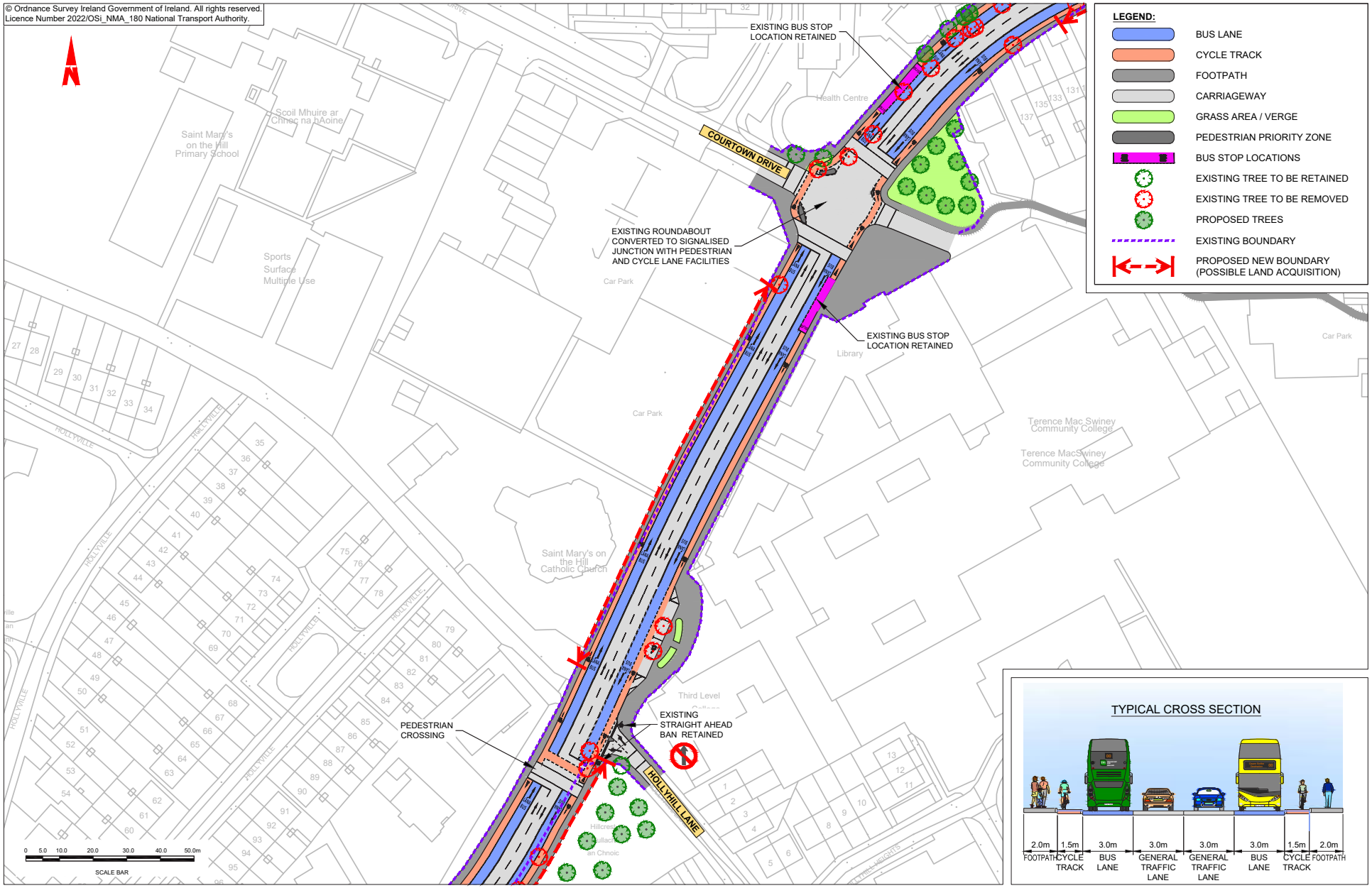


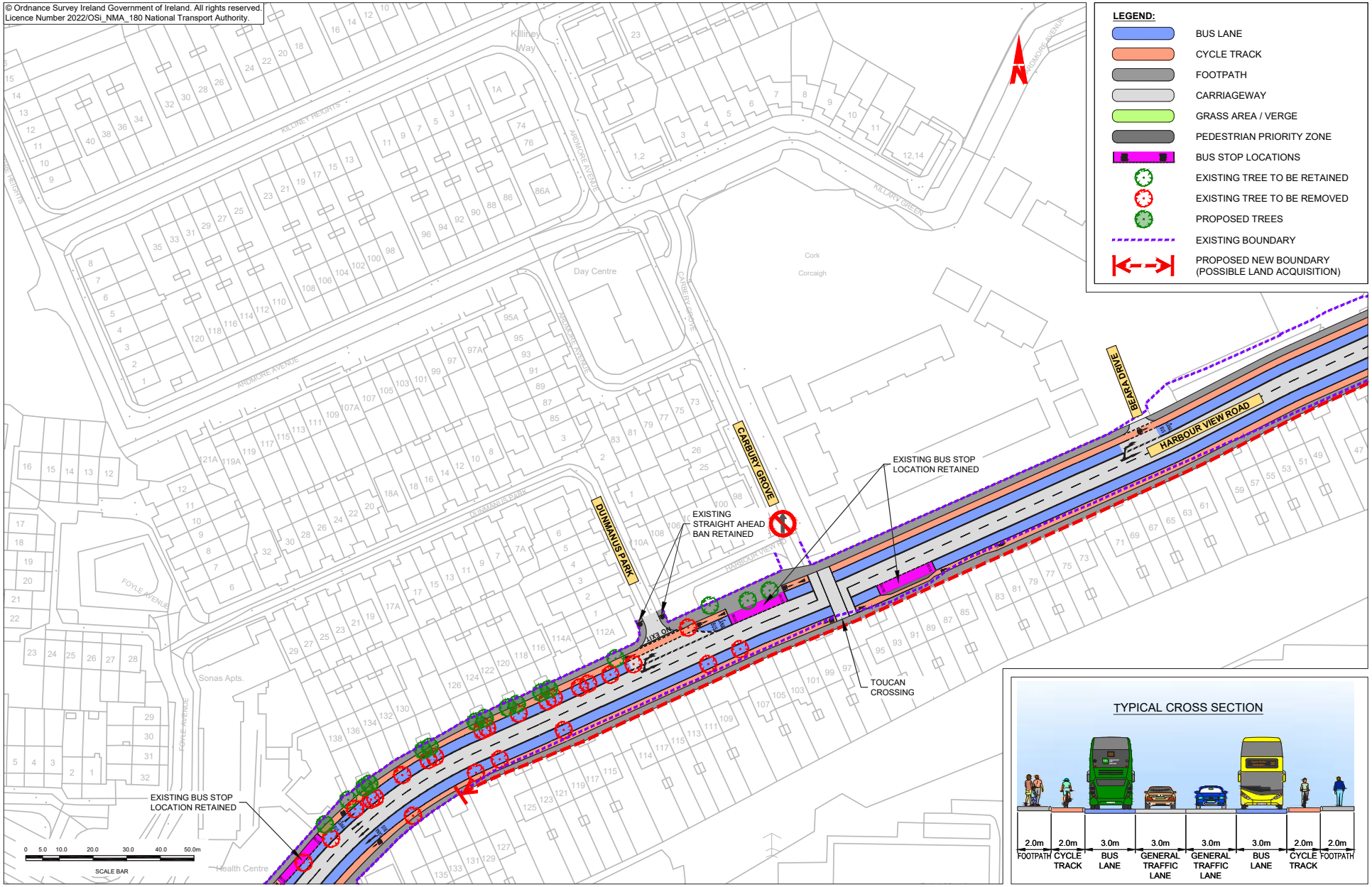
NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

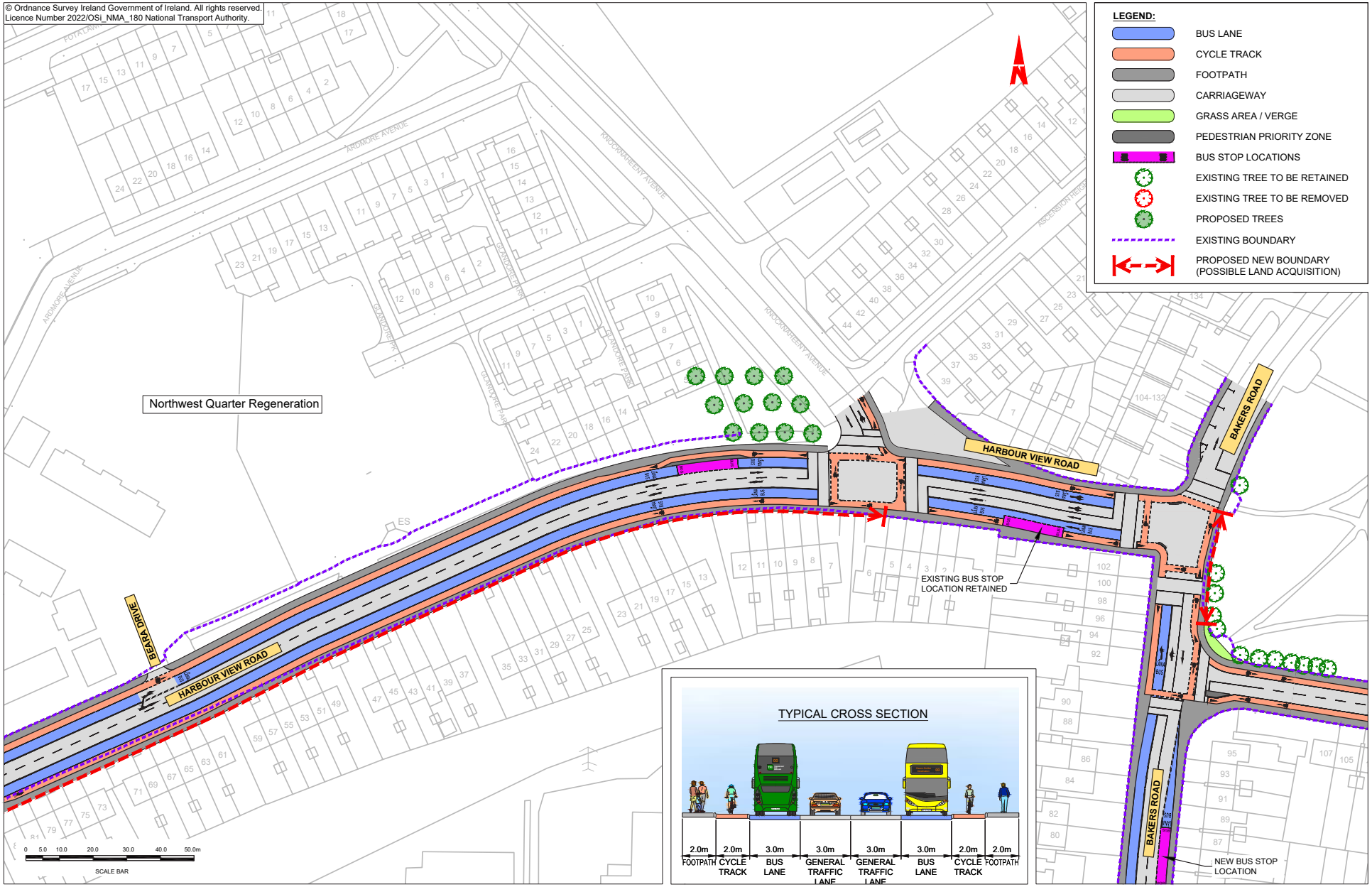

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Licence Number 2022/OSi_NMA_180 National Transport Authority.
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
EXISTING BUS STOP LOCATION RETAINED
EXISTING BUS STOP LOCATION RETAINED
TADHG BARRY ROAD
DAVID MCCARTHY ROAD
PROPOSED SCHEME
Tie in to existing
PROPOSED SCHEME
Sundays Well to Holyhill Sustainable Transport Corridor L
HOLLYMOUNT ESTATE
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
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SCALE BAR

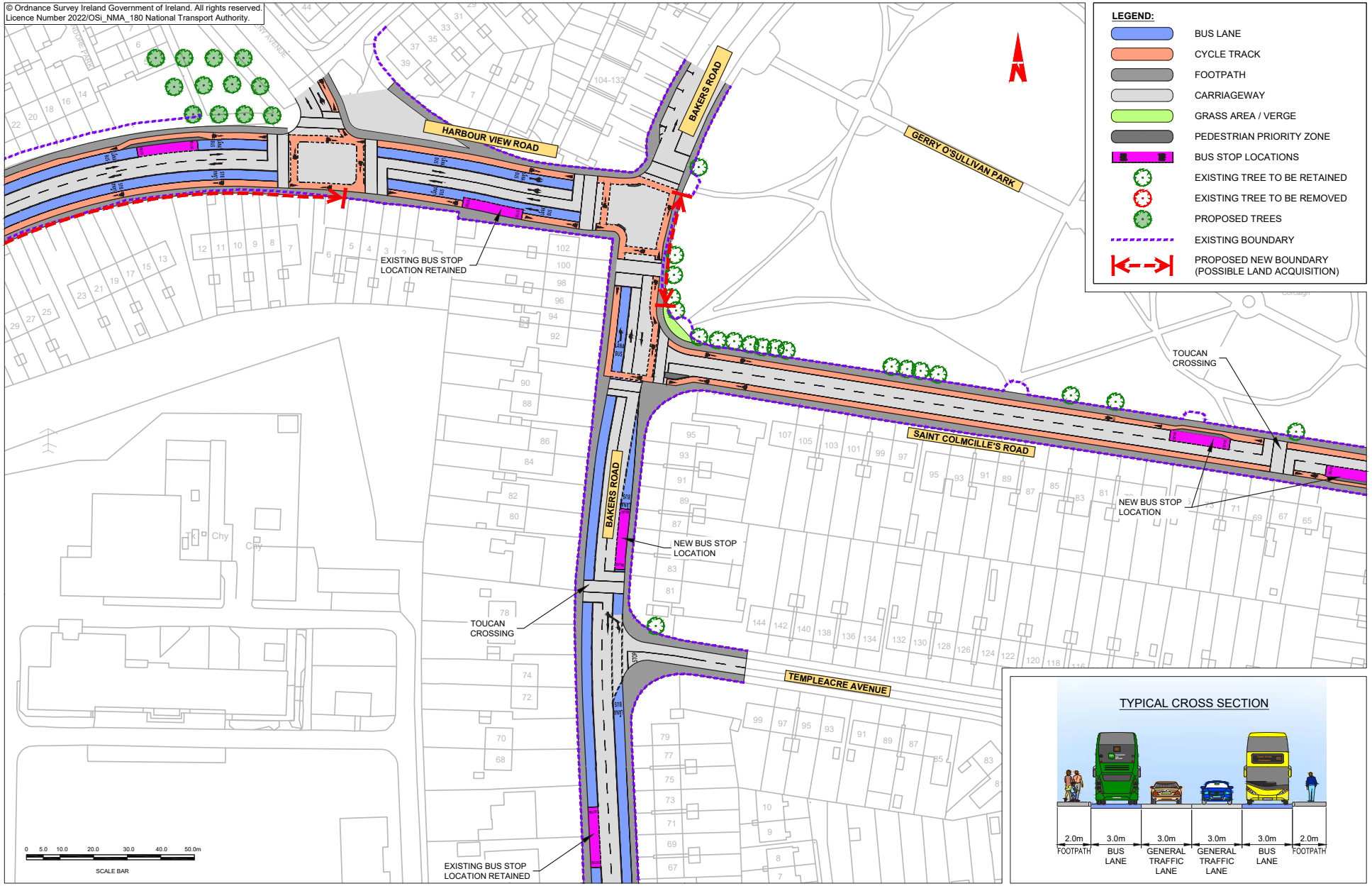

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EXISTING BUS STOP LOCATION RETAINED
PROPOSED SCHEME
Sundays Well to Hollyhill Sustainable Transport Corridor L
HOLLYMOUNT ESTATE
ARDCULLEN
EXISTING BUS STOP LOCATION RETAINED
HARBOUR VIEW ROAD
HOLLYWOOD ESTATE
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
HOLLYVILLE
NEW BUS STOP LOCATION
Reservoir Closed
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

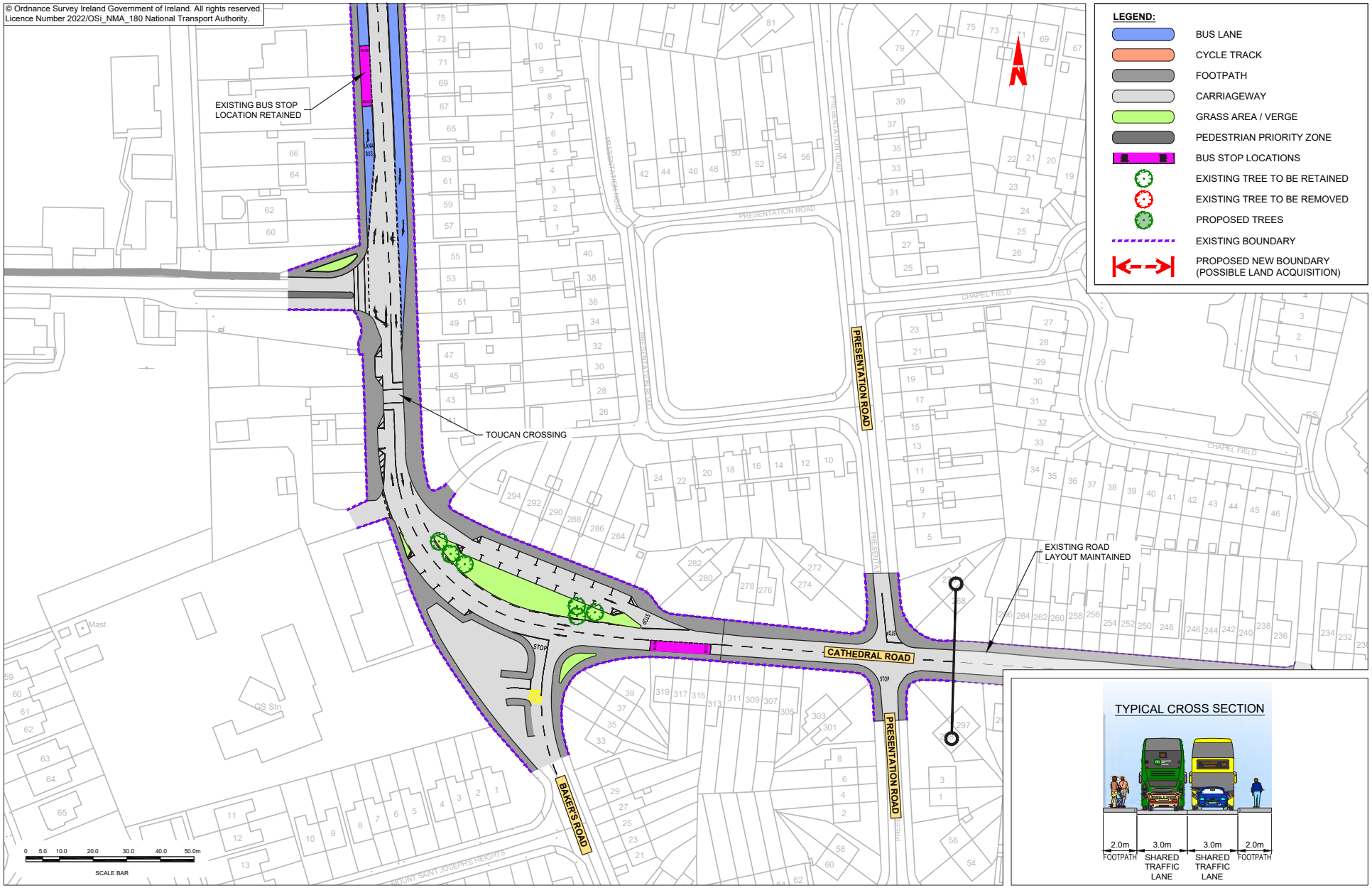

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
PEDESTRIAN CROSSING
EXISTING STRAIGHT AHEAD BAN RETAINED
HOLLYHILL LANE
EXISTING BUS STOP LOCATION RETAINED
HOLLYVILLE
HILLCREST AVENUE
TOUCAN CROSSING
NEW BUS STOP LOCATION
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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EXISTING BUS STOP LOCATION RETAINED
COURTOWN DRIVE
EXISTING ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION WITH PEDESTRIAN AND CYCLE LANE FACILITIES
EXISTING BUS STOP LOCATION RETAINED
PEDESTRIAN CROSSING
EXISTING STRAIGHT AHEAD BAN RETAINED
HOLLYHILL LANE
Saint Mary's on the Hill Primary School
Scoil Mhuire ar Chnoc na hAoine
Sports Surface Multiple Use
Car Park
Health Centre
Library
Terence Mac Swiney Community College
Saint Mary's on the Hill Catholic Church
HOLLYVILLE
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
2.0m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
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3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.5m CYCLE TRACK
2.0m FOOTPATH

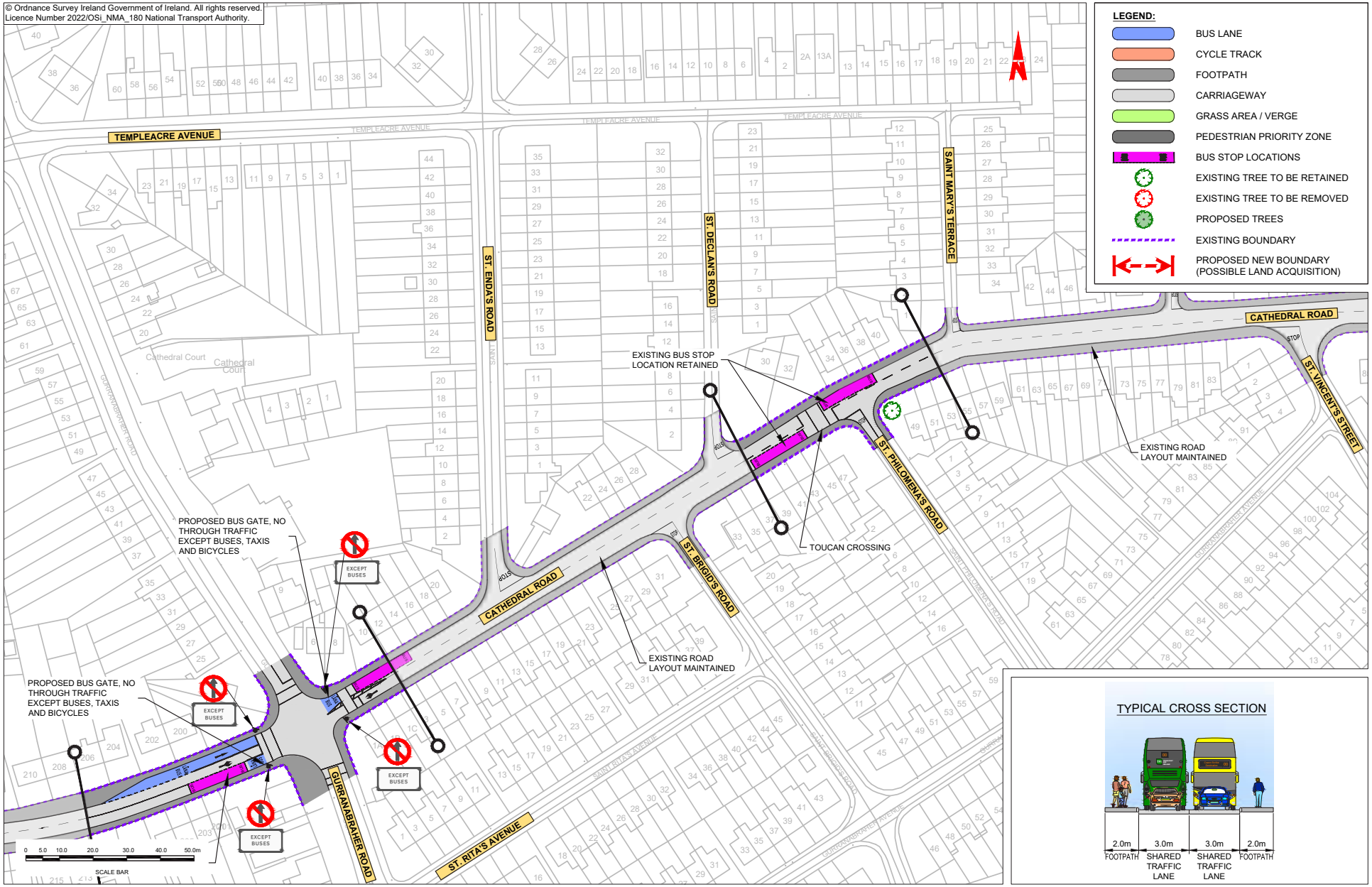

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
BEARA DRIVE
HARBOUR VIEW ROAD
CARBURY GROVE
DUNMANUS PARK
EXISTING BUS STOP LOCATION RETAINED
EXISTING STRAIGHT AHEAD BAN RETAINED
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
Killiney Way
Day Centre
Cork
Corcaigh
Sonas Apts.
Health Centre
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

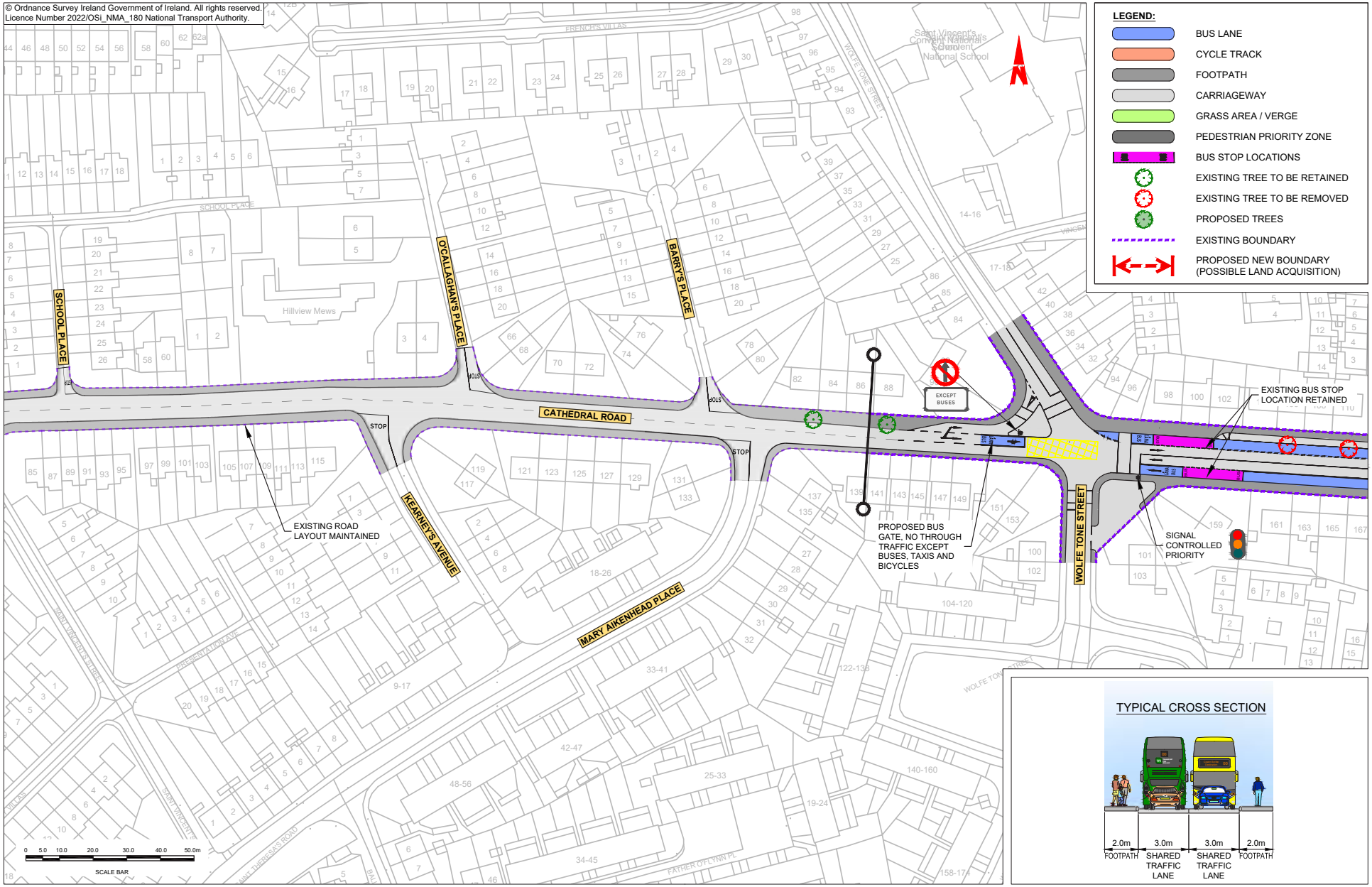

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
N
Northwest Quarter Regeneration
HARBOUR VIEW ROAD
BAKERS ROAD
BIJARA DRIVE
EXISTING BUS STOP LOCATION RETAINED
NEW BUS STOP LOCATION
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR


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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
HARBOUR VIEW ROAD
BAKERS ROAD
GERRY O'SULLIVAN PARK
SAINT COLMCILLE'S ROAD
TEMPLEACRE AVENUE
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
NEW BUS STOP LOCATION
TOUCAN CROSSING
NEW BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
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3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
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2.0m FOOTPATH

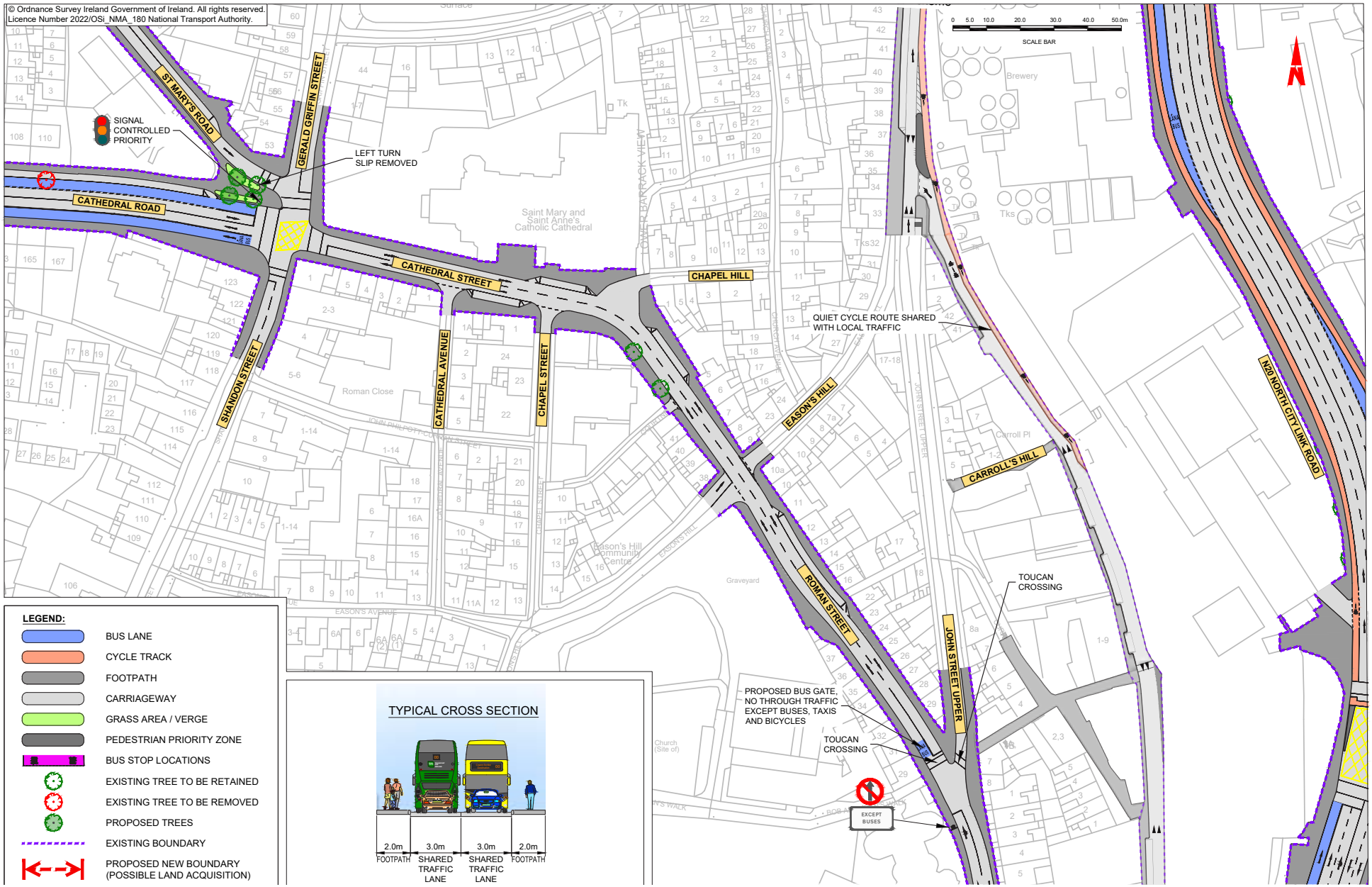

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EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
EXISTING ROAD LAYOUT MAINTAINED
PRESENTATION ROAD
CATHEDRAL ROAD
BAKER'S ROAD
CHAPEL FIELD
MOUNT SAINT JOSEPH'S HEIGHTS
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR


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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
PRESENTATION ROAD
CHAPEL FIELD
The Ascension Catholic Church
MOUNT EDEN ROAD
CATHEDRAL ROAD
ORRERY ROAD
EXISTING ROAD LAYOUT MAINTAINED
EXISTING ROAD LAYOUT MAINTAINED
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
EXCEPT BUSES
EXCEPT BUSES
EXISTING BUS STOP LOCATION RETAINED
STOP
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH


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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
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GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TEMPLEACRE AVENUE
ST. ENDA'S ROAD
ST. DECLAN'S ROAD
SAINT MARY'S TERRACE
CATHEDRAL ROAD
ST. VINCENT'S STREET
ST. PHILOMENA'S ROAD
ST. BRIGID'S ROAD
GURRANABRAHER ROAD
ST. RITA'S AVENUE
EXISTING BUS STOP LOCATION RETAINED
EXISTING ROAD LAYOUT MAINTAINED
TOUCAN CROSSING
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
EXCEPT BUSES
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH

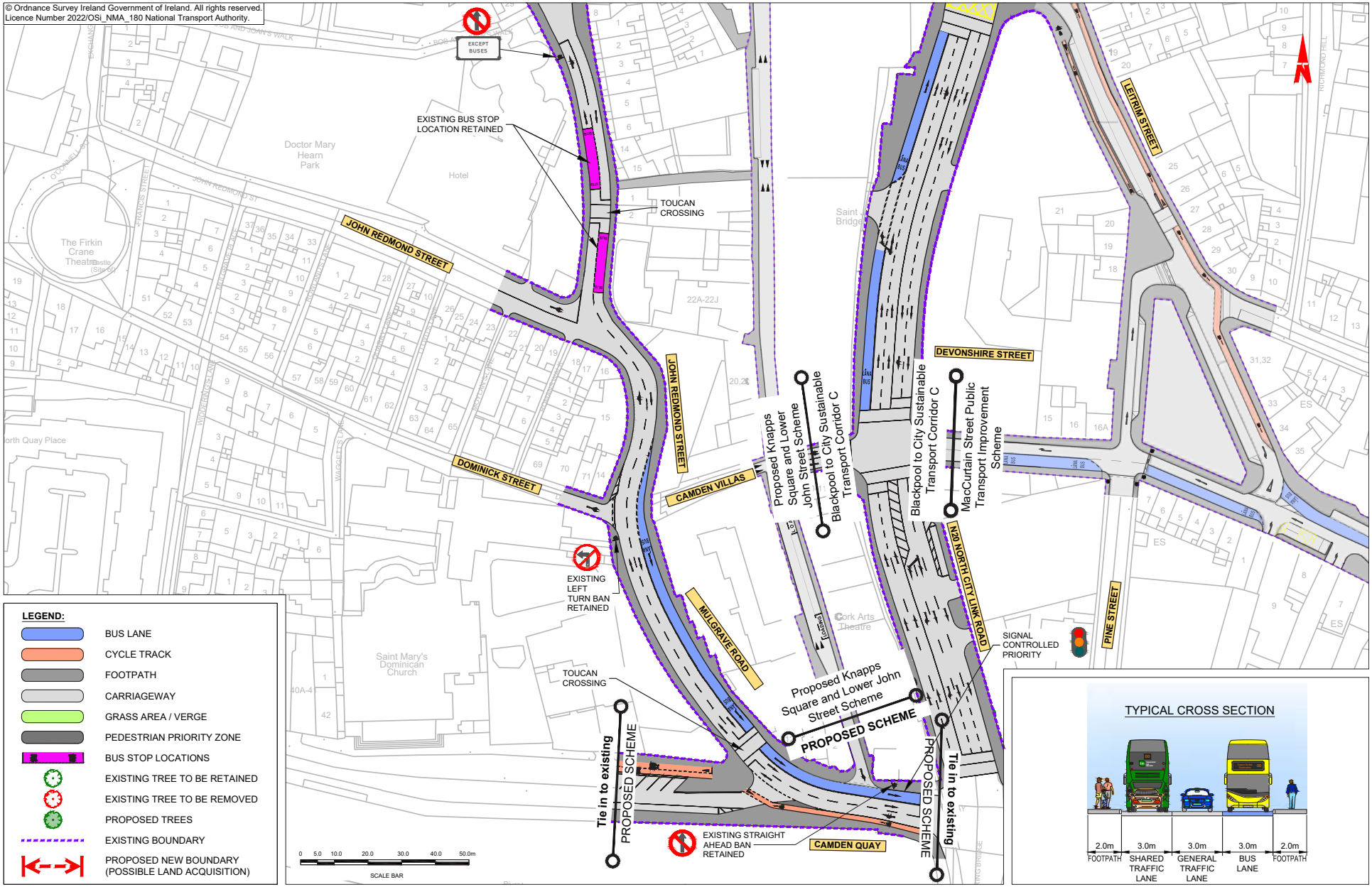

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
N
SCHOOL PLACE
O'CALLAGHAN'S PLACE
BARRY'S PLACE
CATHEDRAL ROAD
KEARNEY'S AVENUE
MARY AIKENHEAD PLACE
WOLFE TONE STREET
Hillview Mews
STOP
EXCEPT BUSES
EXISTING ROAD LAYOUT MAINTAINED
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
EXISTING BUS STOP LOCATION RETAINED
SIGNAL CONTROLLED PRIORITY
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH

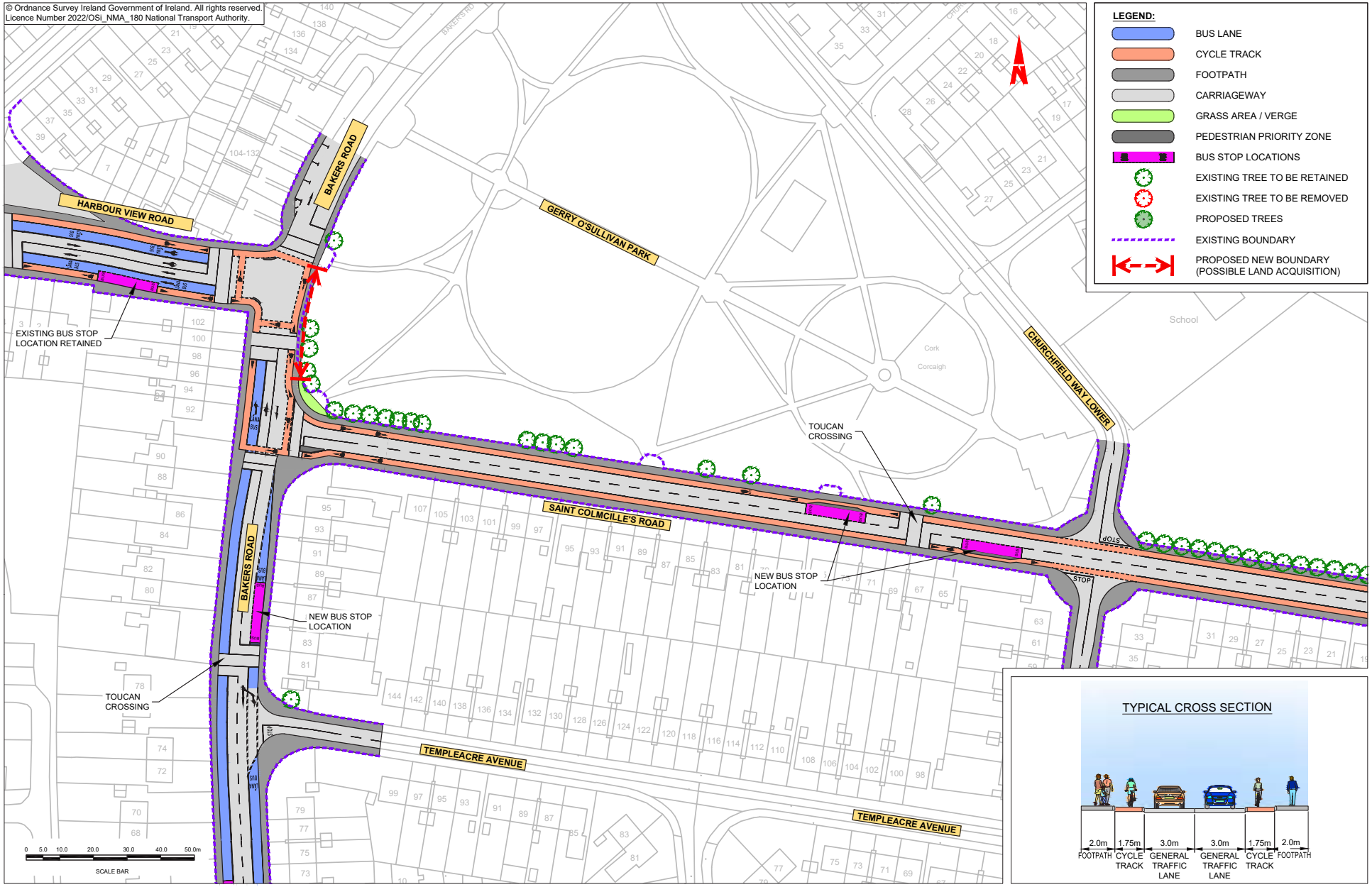


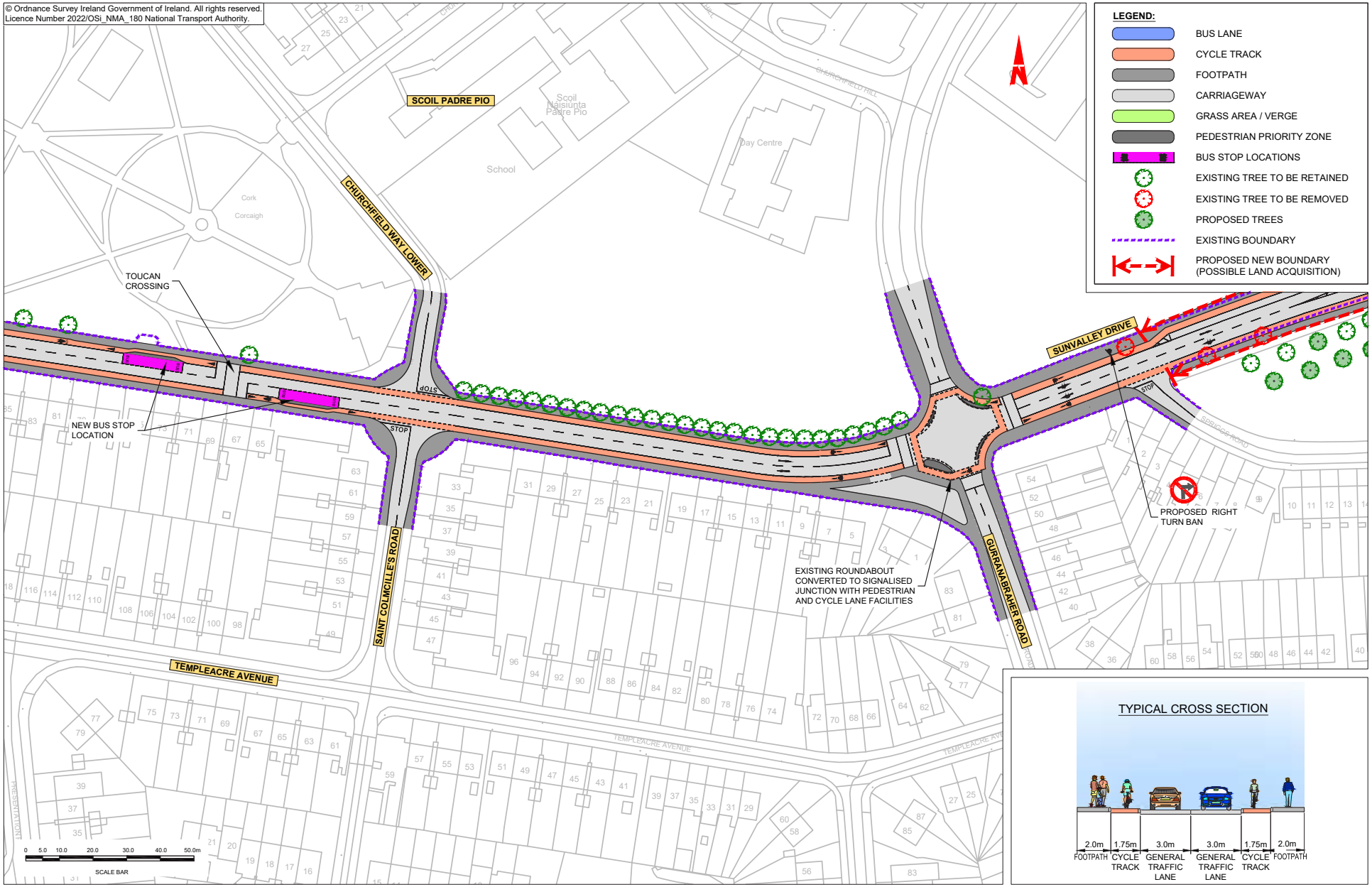

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SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
ST MARY'S ROAD
GERALD GRIFFIN STREET
SIGNAL CONTROLLED PRIORITY
LEFT TURN SLIP REMOVED
CATHEDRAL ROAD
CATHEDRAL STREET
CHAPEL HILL
SHANDON STREET
CATHEDRAL AVENUE
CHAPEL STREET
EASON'S HILL
CARROLL'S HILL
ROMAN STREET
JOHN STREET UPPER
N20 NORTH CITY LINK ROAD
QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
TOUCAN CROSSING
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
TOUCAN CROSSING
EXCEPT BUSES
Saint Mary and Saint Anne's Catholic Cathedral
Roman Close
Eason's Hill Community Centre
Graveyard
Brewery
Carroll Pl
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH

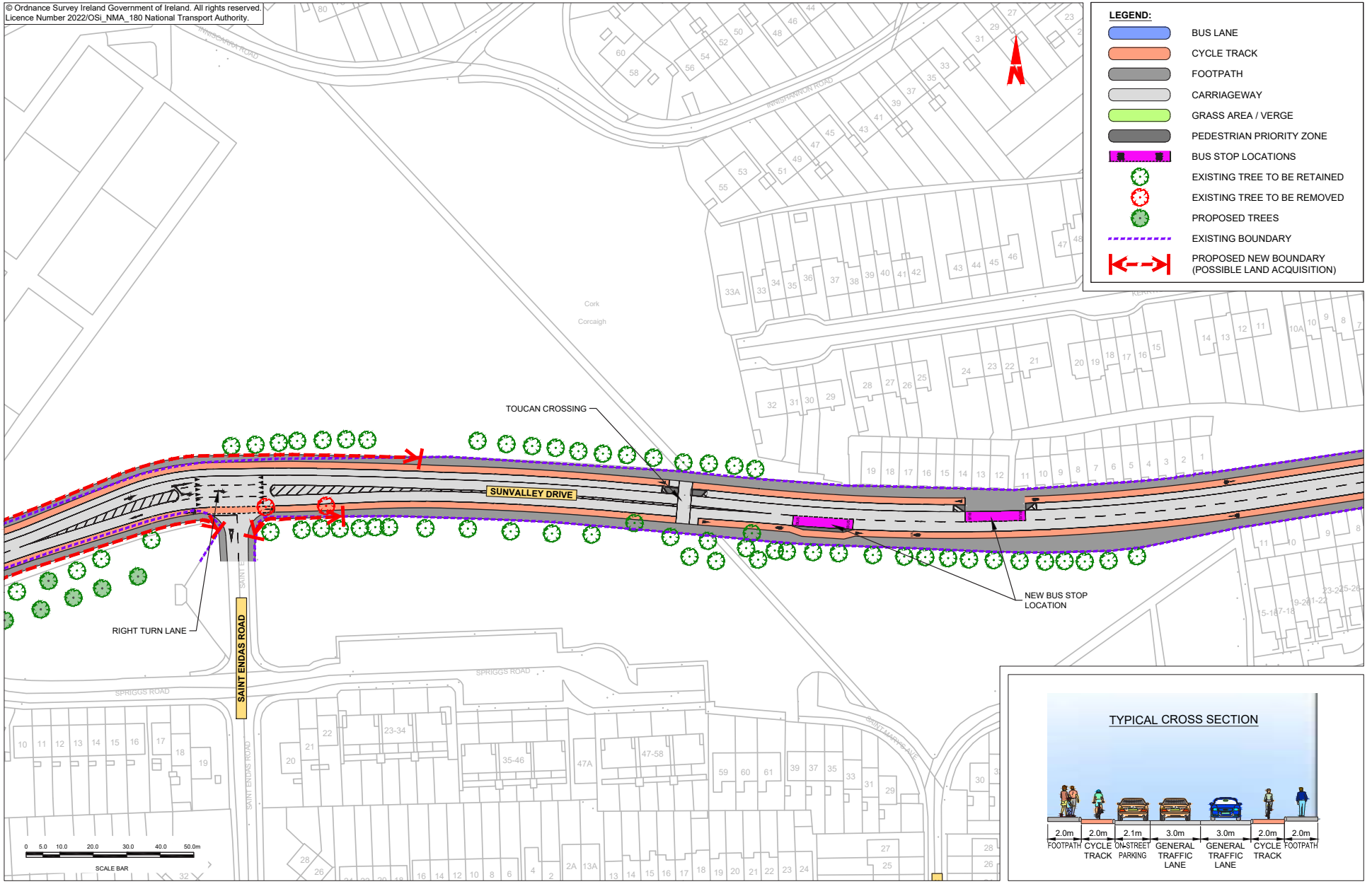


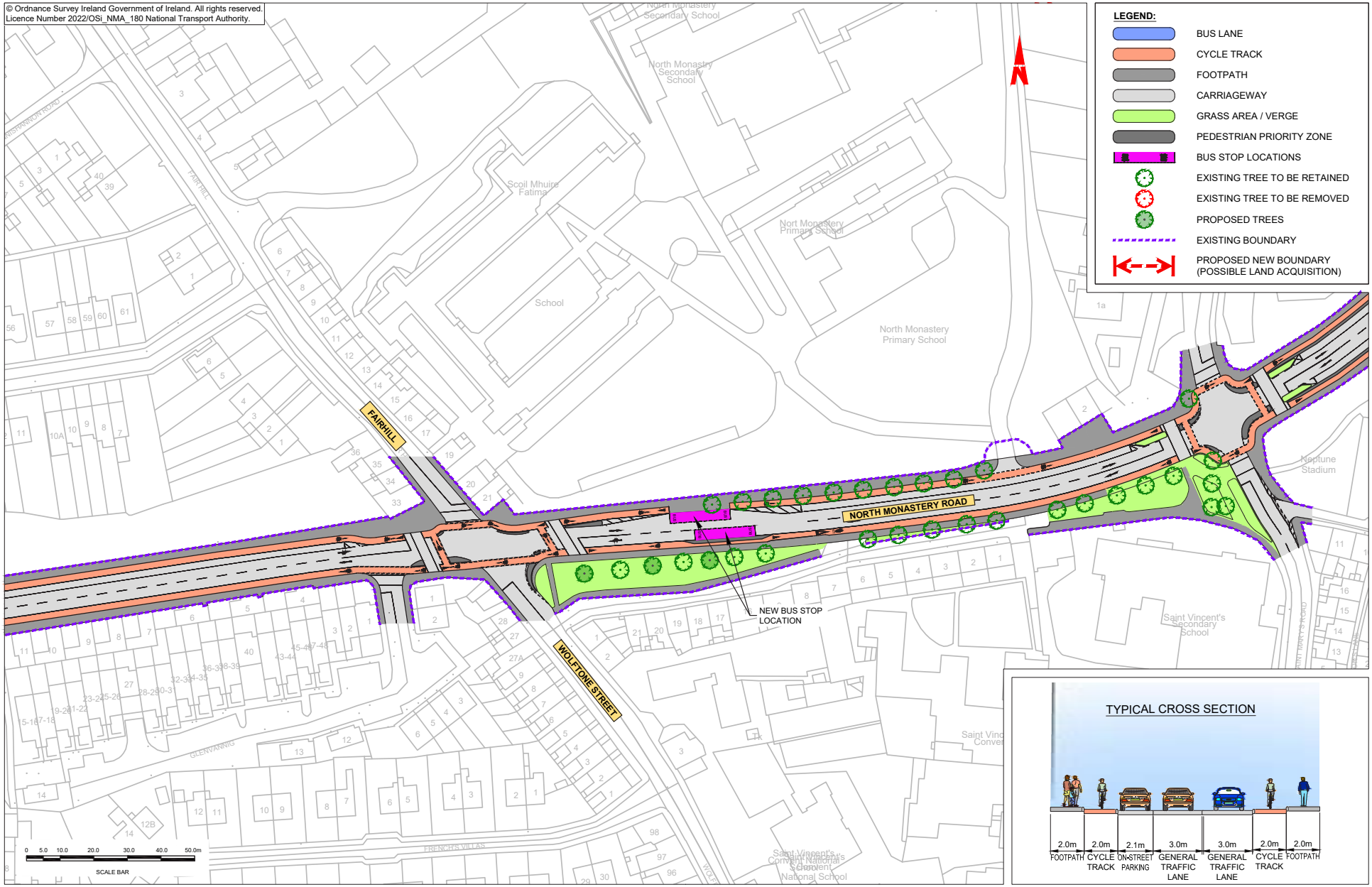
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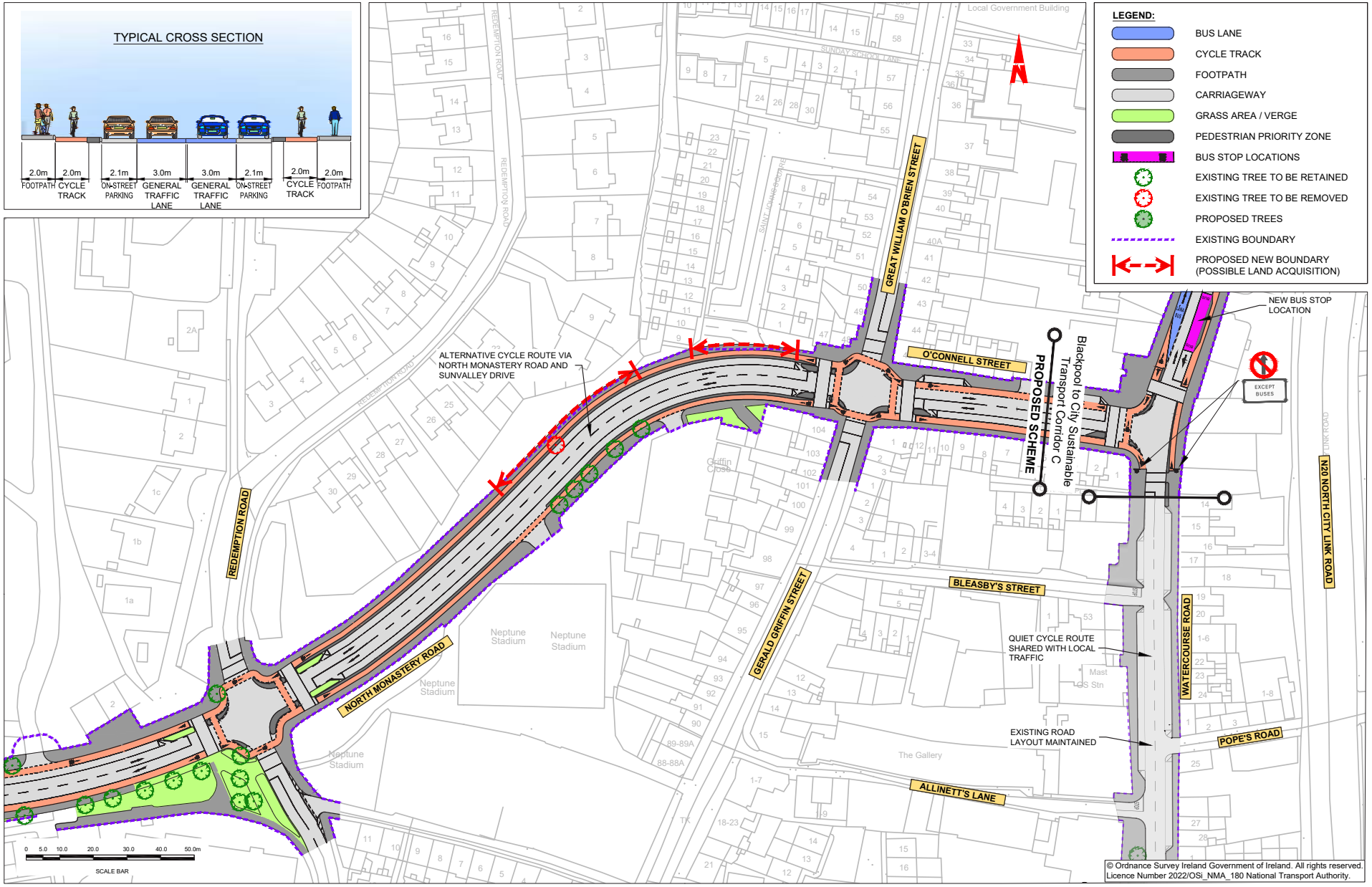

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
HARBOUR VIEW ROAD
BAKERS ROAD
GERRY O'SULLIVAN PARK
EXISTING BUS STOP LOCATION RETAINED
CHURCHFIELD WAY LOWER
TOUCAN CROSSING
SAINT COLMCILLE'S ROAD
NEW BUS STOP LOCATION
BAKERS ROAD
NEW BUS STOP LOCATION
TOUCAN CROSSING
TEMPLEACRE AVENUE
TEMPLEACRE AVENUE
School
Cork
Corcaigh
STOP
STOP
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
1.75m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
1.75m CYCLE TRACK
2.0m FOOTPATH


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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
SCOIL PADRE PIO
CHURCHFIELD WAY LOWER
TOUCAN CROSSING
NEW BUS STOP LOCATION
SAINT COLMCILLE'S ROAD
TEMPLEACRE AVENUE
SUNVALLEY DRIVE
GURRANABRAHER ROAD
PROPOSED RIGHT TURN BAN
EXISTING ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION WITH PEDESTRIAN AND CYCLE LANE FACILITIES
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
1.75m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
1.75m CYCLE TRACK
2.0m FOOTPATH

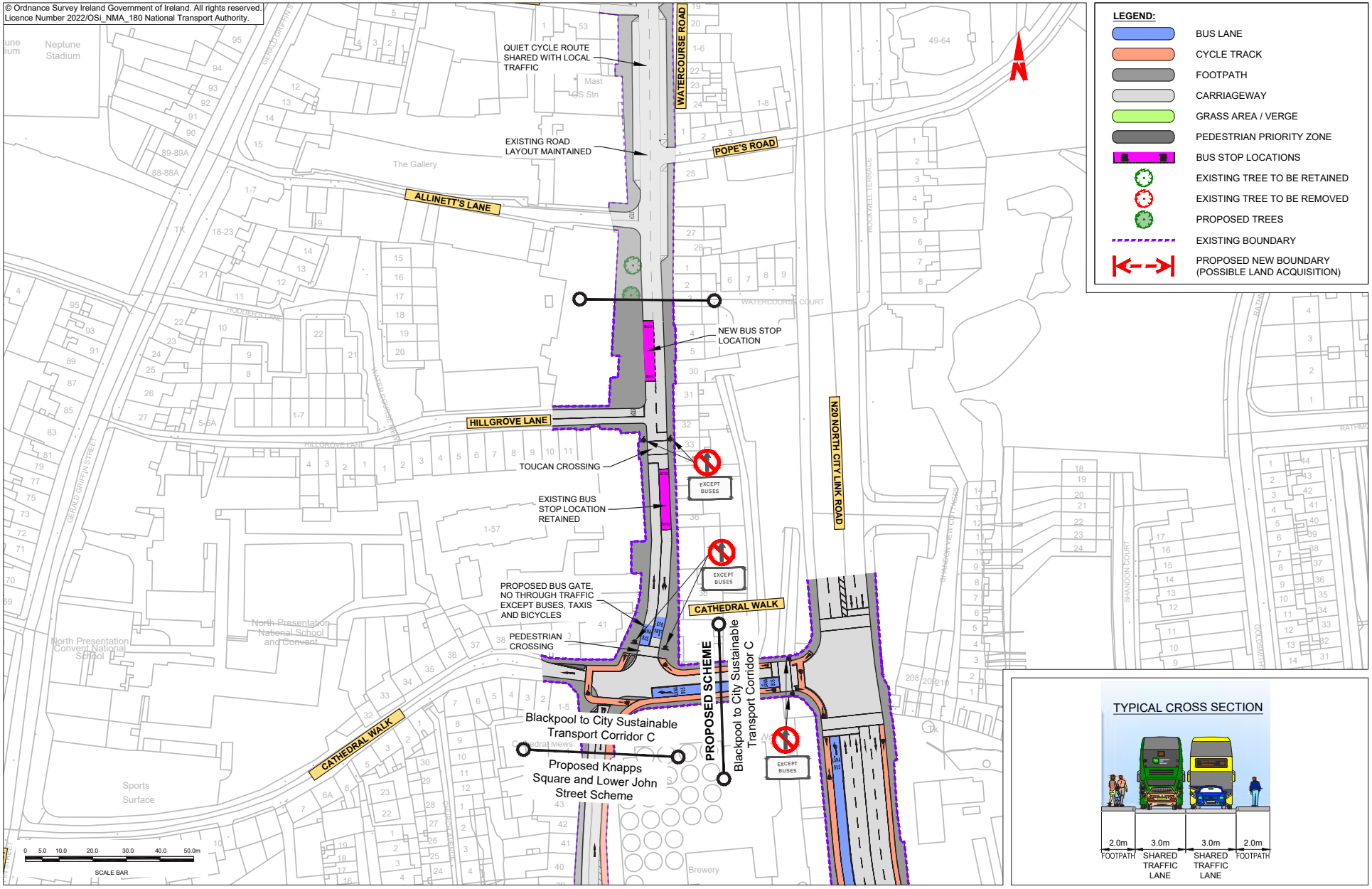

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TOUCAN CROSSING
SUNVALLEY DRIVE
NEW BUS STOP LOCATION
RIGHT TURN LANE
SAINT ENDAS ROAD
SPRIGGS ROAD
INNISCARRA ROAD
INNISHANNON ROAD
SAINT MARK'S AVE
Cork
Corcaigh
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
2.1m ON-STREET PARKING
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

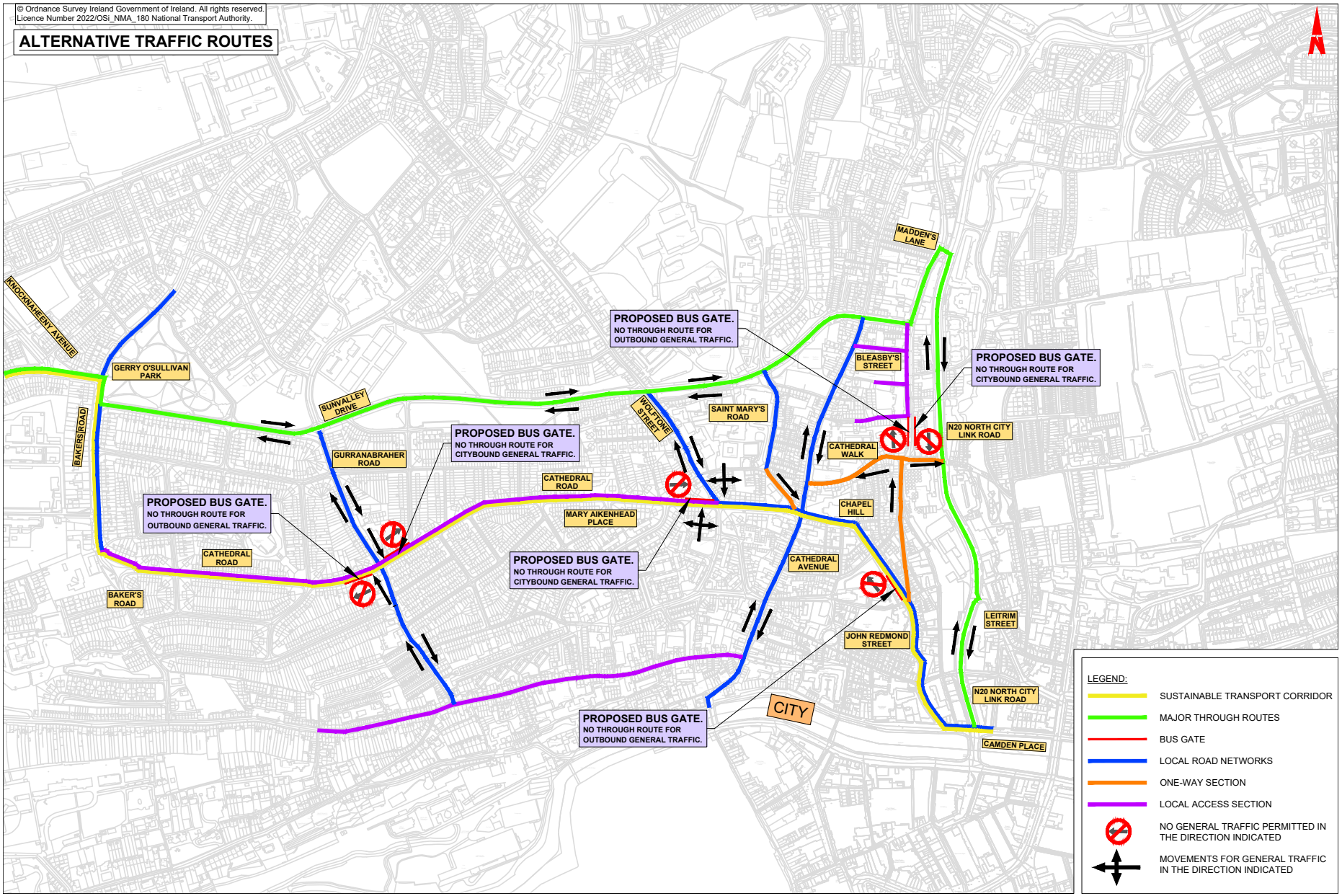

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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
FAIRHILL
NORTH MONASTERY ROAD
WOLFTONE STREET
NEW BUS STOP LOCATION
North Monastery Secondary School
Scoil Mhuire Fatima
Nort Monastery Primary School
North Monastery Primary School
Neptune Stadium
Saint Vincent's Secondary School
Saint Vincent's Convent National School
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
2.1m ON-STREET PARKING
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH




TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
2.1m ON-STREET PARKING
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.1m ON-STREET PARKING
2.0m CYCLE TRACK
2.0m FOOTPATH
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
ALTERNATIVE CYCLE ROUTE VIA NORTH MONASTERY ROAD AND SUNVALLEY DRIVE
NEW BUS STOP LOCATION
EXCEPT BUSES
PROPOSED SCHEME
Blackpool to City Sustainable Transport Corridor C
QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
EXISTING ROAD LAYOUT MAINTAINED
REDEMPTION ROAD
NORTH MONASTERY ROAD
GERALD GRIFFIN STREET
GREAT WILLIAM O'BRIEN STREET
O'CONNELL STREET
BLEASBY'S STREET
WATERCOURSE ROAD
POPE'S ROAD
ALLINETT'S LANE
N20 NORTH CITY LINK ROAD
Local Government Building
Neptune Stadium
The Gallery
SCALE BAR
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QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
EXISTING ROAD LAYOUT MAINTAINED
WATERCOURSE ROAD
POPE'S ROAD
ALLINETT'S LANE
NEW BUS STOP LOCATION
HILLGROVE LANE
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
N20 NORTH CITY LINK ROAD
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
CATHEDRAL WALK
PEDESTRIAN CROSSING
PROPOSED SCHEME
Blackpool to City Sustainable Transport Corridor C
Proposed Knapps Square and Lower John Street Scheme
EXCEPT BUSES
SCALE BAR
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH


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ALTERNATIVE TRAFFIC ROUTES
N
KNOCKNAHEENY AVENUE
GERRY O'SULLIVAN PARK
BAKERS ROAD
SUNVALLEY DRIVE
GURRANABRAHER ROAD
PROPOSED BUS GATE.
NO THROUGH ROUTE FOR OUTBOUND GENERAL TRAFFIC.
CATHEDRAL ROAD
BAKER'S ROAD
PROPOSED BUS GATE.
NO THROUGH ROUTE FOR CITYBOUND GENERAL TRAFFIC.
PROPOSED BUS GATE.
NO THROUGH ROUTE FOR OUTBOUND GENERAL TRAFFIC.
WOLFTONE STREET
SAINT MARY'S ROAD
CATHEDRAL ROAD
MARY AIKENHEAD PLACE
PROPOSED BUS GATE.
NO THROUGH ROUTE FOR CITYBOUND GENERAL TRAFFIC.
PROPOSED BUS GATE.
NO THROUGH ROUTE FOR OUTBOUND GENERAL TRAFFIC.
MADDEN'S LANE
BLEASBY'S STREET
PROPOSED BUS GATE.
NO THROUGH ROUTE FOR CITYBOUND GENERAL TRAFFIC.
N20 NORTH CITY LINK ROAD
CATHEDRAL WALK
CHAPEL HILL
CATHEDRAL AVENUE
JOHN REDMOND STREET
LEITRIM STREET
N20 NORTH CITY LINK ROAD
CAMDEN PLACE
CITY
LEGEND:
SUSTAINABLE TRANSPORT CORRIDOR
MAJOR THROUGH ROUTES
BUS GATE
LOCAL ROAD NETWORKS
ONE-WAY SECTION
LOCAL ACCESS SECTION
NO GENERAL TRAFFIC PERMITTED IN THE DIRECTION INDICATED
MOVEMENTS FOR GENERAL TRAFFIC IN THE DIRECTION INDICATED

NTA

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dun Sceine,
Dublin 2.
D02 WT20

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040