



Bishopstown to City

Sustainable Transport Corridor

Public Consultation March 2023

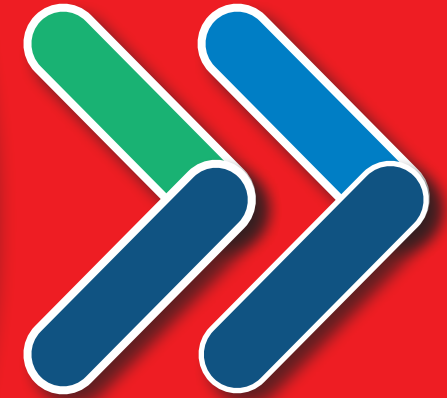


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**BUS
CONNECTS
CORK**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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1. Introduction

1.1 What has happened so far?

Between June 30th 2022 and October 3rd 2022, the National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total.

All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

We are now publishing those revised proposals, referred to as Preferred Route Options, for the eleven remaining Sustainable Transport Corridors and commencing a second round of public consultation in relation to the plans.

This document is one of a series of eleven information booklets, each dedicated to a single corridor. The document provides a written description of the Preferred Route Option from start to finish with supporting maps and includes information on any revisions and key changes made from the initial Emerging Preferred Route.

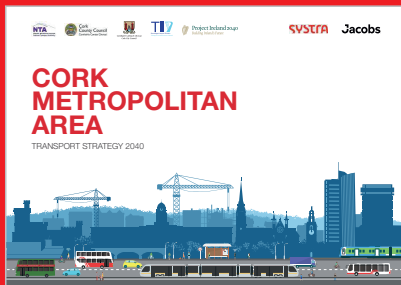
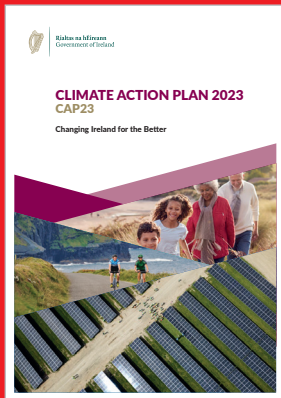
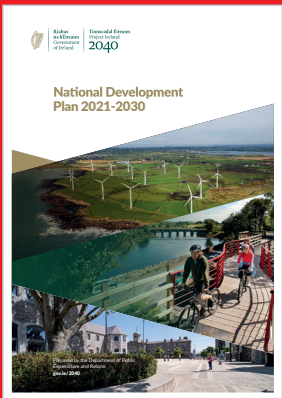
The original brochures detailing each Emerging Preferred Routes, published last year, remain available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies:

- The National Development Plan 2021 - 2030;
- Cork Metropolitan Area Transport Strategy 2040; and
- The Climate Action Plan 2023.

Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.



BusConnects Cork: At a glance



91km of new bus lane / bus priority

making journeys faster and more reliable

96km of cycle facilities

(one direction) delivering 48km of the cycle network.



Redesigning the bus network



State-of-the-art ticketing system

Cashless payment system



Simpler fare structure



New Park & Ride sites
in key locations



Transitioning to a new **Zero emissions bus fleet**



New bus stops and shelters
with better signage and information

1.3 What are the benefits of this project?



Faster, more reliable journeys

By removing buses from traffic congestion, the punctuality and reliability of the bus system is vastly improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable.



Building a sustainable city and addressing climate change

Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.



Cork's carbon neutral target

Cork has been selected by the European Commission to become one of Europe's first climate neutral cities by 2030 under the EU's Cities Mission Programme. Through enabling more people to use public transport, cycling and walking, the development and delivery of BusConnects Cork will be essential to achieve that climate neutral city ambition.



Accessibility for all

More bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all to use, including the elderly and mobility impaired.



Better cycling facilities

This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.



Pedestrians and Urban Realm

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Programme is to create eleven Sustainable Transport Corridors (STCs) along existing roads across Cork city, representing key bus and cycling routes. The development of these Sustainable Transport Corridors will enable efficient bus movement along these routes, together with the provision of safe, segregated cycling facilities, where feasible, in addition to accommodating general traffic movement.

The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates (described later), such that buses will no longer be delayed by traffic congestion.

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 lanes/tracks, there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route:

The NTA published outline plans for each of the Sustainable Transport Corridors in a non-statutory public consultation process in June 2022. The options were called Emerging Preferred Routes to inform the public of the indicative layout of the roadways with the necessary infrastructure in place, at that stage of the design process. They included indications of potential impacts on gardens and other land

areas, and potential changes to how traffic would operate to facilitate bus priority.

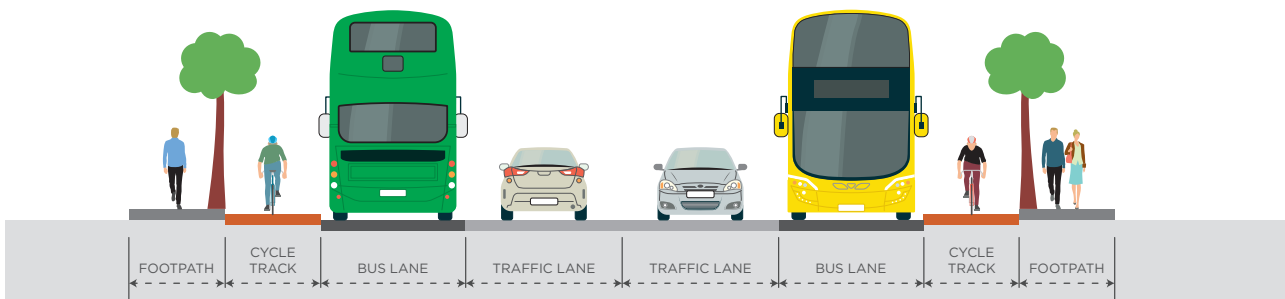
4. Preferred Route Option:

Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Each of the revised proposals is now referred to as a Preferred Route Option (PRO) and these will be the subject of a second round of non-statutory public consultation.

These are not final scheme proposals as they are subject to further consideration of the feedback from the second round of public consultation and are also to subsequent examination in the context of environmental impact assessment.

5. Bus Gate

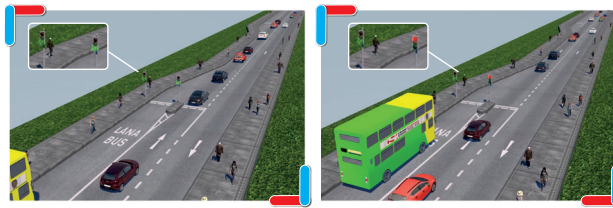
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road 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. Further information on how a Bus Gate would work is detailed in Section 1.5.

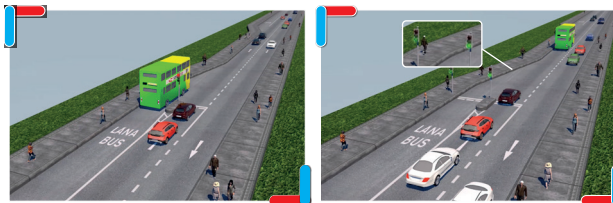
6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of traffic where both buses and traffic are sharing the same lane, but it is only effective for short distances. This arrangement typically arises where a bus lane cannot be continued 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 prevent widening of the road to make space for a bus lane.



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.

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 traffic 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.

7. 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.

8. Quiet Street Treatment:

Where roadway widths along a Sustainable Transport Corridor cannot facilitate cyclists in addition to bus facilities, alternative cycle links have been explored along nearby routes. 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

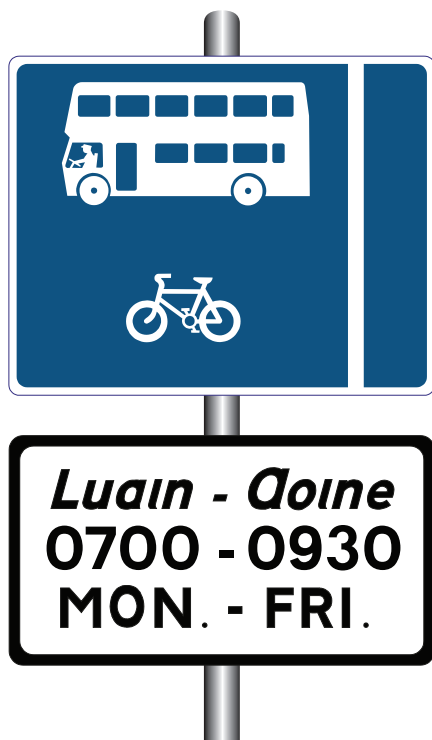
the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street treatment would involve appropriate advisory signage for both general road users and cyclists.

9. 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. 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.

1.5 Understanding how a Bus Gate would work

As you study the brochures and examine the detail in our Preferred Route Option proposals, you will notice that we are proposing the use of Bus Gates to deliver the desired improvement in bus reliability at various locations across the city.



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 during the hours of operation of the Bus Gate. 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.

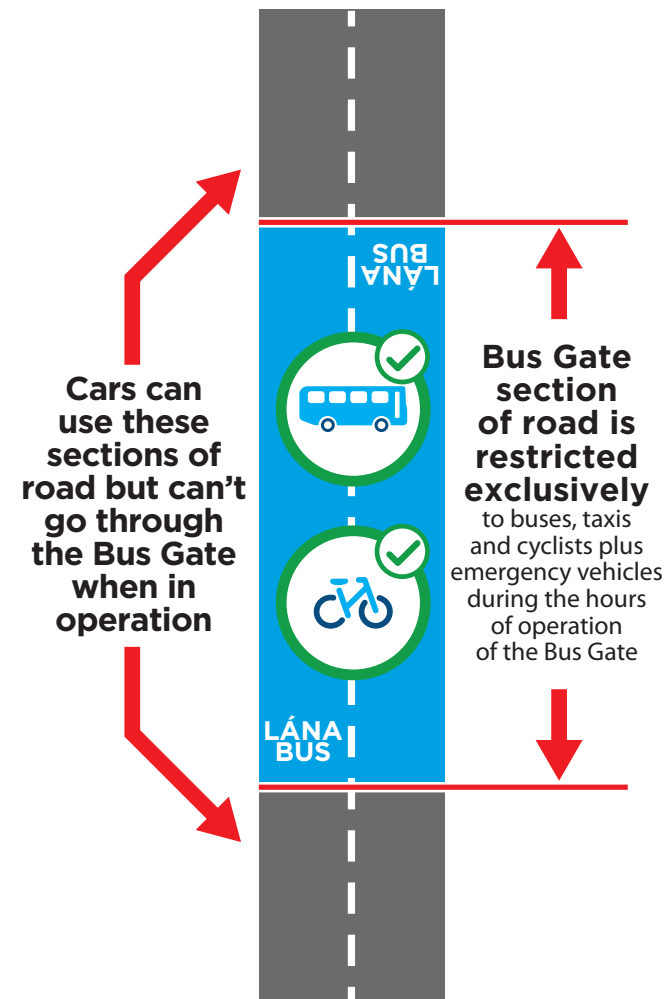
As part of the BusConnects Cork project, one and two-way Bus Gates are currently being considered at various locations along the proposed Sustainable Transport Corridors.

Will Bus Gates be 24-hours?

24-hour Bus Gates are an option in areas where it is considered necessary. However, in most cases 24-hour Bus Gates are not necessary and Bus Gates can be timed to operate only during peak traffic periods when traffic congestion is most significant.

Will there be physical infrastructure at the Bus Gate?

A Bus Gate is simply markings on the road that delineates where a short section of bus lane starts and finishes. It will be sign-posted to



LÁNA BUS

inform drivers that that section of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during its operational hours. A sign-post at either end of the bus lane will include the details of the operational hours.

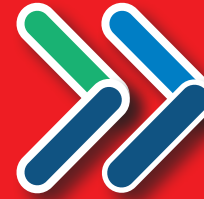
What happens if I am driving towards a Bus Gate during the hours of operation?

Adequate signage will be placed along the route to redirect general traffic away from the bus gate prior to arrival at the bus gate.

How will the Bus Gate affect residents who live near one and wish to use their private car?

This short length of road, as described above, is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation. This means residents who live near to a Bus Gate may, depending on the journey direction, have to seek alternative route options,

similar to other drivers. The Bus Gate restrictions will only apply to the short section of road that is clearly highlighted with road markings and sign-posts. During operational hours, accessing the road beyond the Bus Gate in a private car will still be possible, once you use alternative routing options.



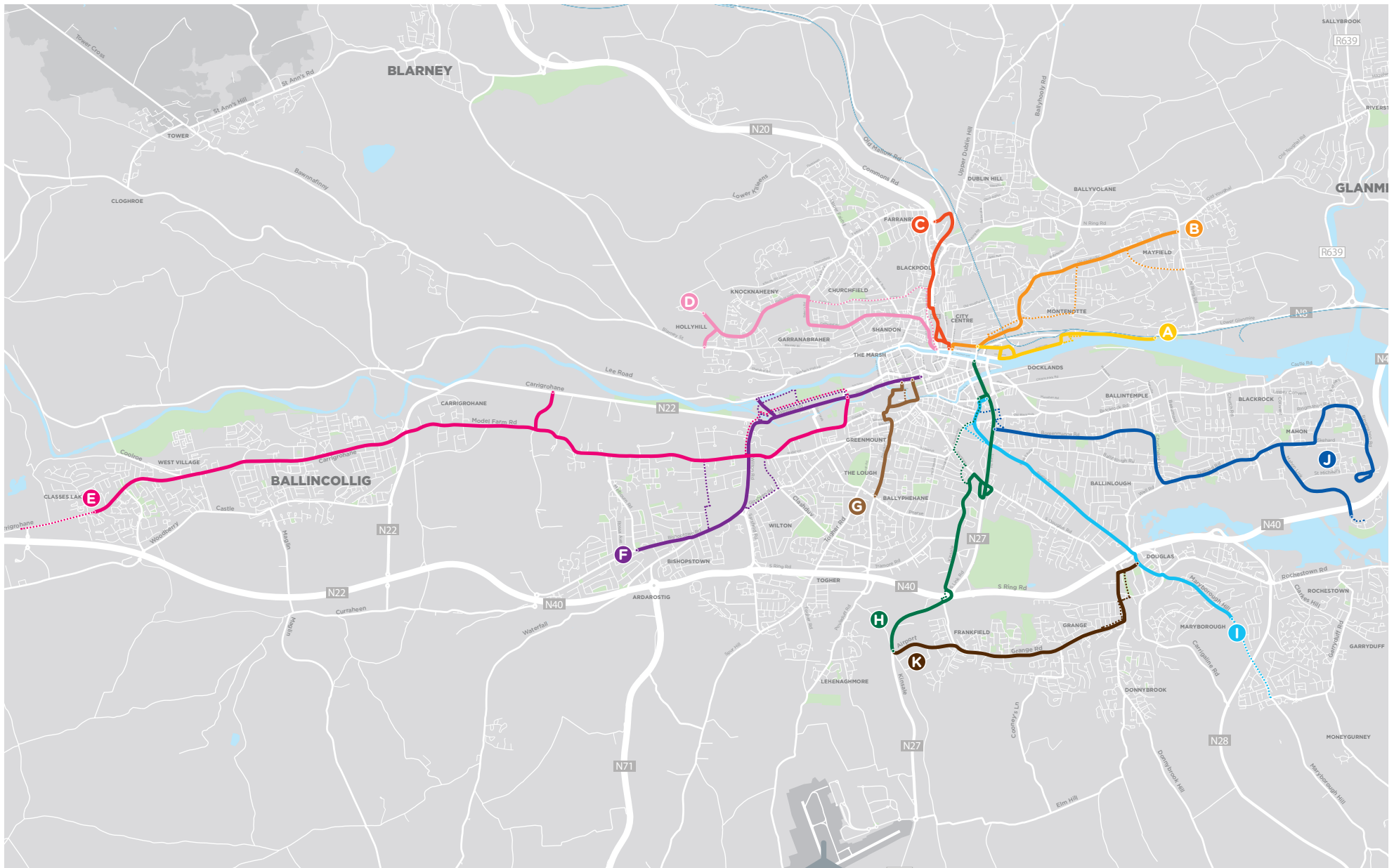
1.6 Sustainable Transport Corridors

- 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

———— Sustainable Transport Corridor

..... Alternative Cycle Facilities





2. Preferred Route Option Description

2.1 Bishopstown to City Overview

The Bishopstown to City Sustainable Transport Corridor (STC F) commences at the junction of Melbourn Road/Curraheen Road and proceeds along Curraheen Road and on to Bishopstown Road. The corridor then passes Cork University Hospital and at the existing Wilton Roundabout turns north on to Wilton Road and continues to Dennehy's Cross. Cyclists are provided with two alternative routes parallel to Wilton Road, one to the west and one to the east. The proposed alternative route to the west will consist of a quiet street route along Wilton Avenue, through CUH and along Bishopstown Avenue. The proposed alternative route to the east will be a new segregated two-way cycle track along Glasheen Road to connect to the existing shared pedestrian and cycling facilities on School Boy's Lane.

From Dennehy's Cross the corridor proceeds north along Victoria Cross Road and onto

Western Road. As with Wilton Road, cyclists are provided with an alternative route to buses for a portion of the corridor, diverting from Western Road to the existing parallel route along Mardyke Walk. The cycle and bus corridors then merge at the junction of Donovan's Road/Western Road. The corridor then continues along the remainder of Lancaster Quay and Washington Street before terminating at the junction of Washington Street/Grand Parade.

Dedicated cycle tracks or alternative off-corridor cycle facilities are provided along the entire length of STC F. Priority for buses is provided for the majority of the STC by using dedicated bus lanes in both directions and alternative measures at particularly constrained locations.

The following paragraphs will describe each STC section in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR).





2.2 Route Description

2.2.1 Melbourn Road to Wilton Road

STC F commences at the junction of Melbourn Road/Curraheen Road. It is proposed to provide dedicated cycle infrastructure in both directions along the Curraheen Road from Melbourn Road to the Wilton Roundabout.

Inbound bus lanes (towards the city) are proposed along Curraheen Road between Hawke's Road and Firgrove Gardens, and on Bishopstown Road between Wilton Avenue and Wilton Road. There will be small gaps in provision where particular space constraints exist; at these locations, bus priority signals are proposed. Since the publication of the EPR, there has been some reduction in inbound bus lane provision on this section which has reduced the need for land acquisition.

In the outbound direction on Bishopstown Road, bus lanes are proposed between Wilton Road and the existing entrance to Aldi. Short sections of bus lane are proposed on Curraheen

Road between Barrett's Lane and the approach to Melbourn Road. Bus priority signals are proposed at locations where bus lanes cannot be provided.

A new quiet street is proposed along Wilton Avenue, through the CUH grounds, onto Bishopstown Avenue before connecting in with STC E at Model Farm Road. This proposal, in combination with the cycle facilities along Glasheen Road, Cottage Mews and Schoolboy's Lane (described in the next section), provide an alternative safe cycle route for north-south cyclists. It is noted that this is a new addition to the STC F proposals compared to the EPR.

It is proposed to upgrade the Wilton Roundabout to a signalised junction to better cater for all transport modes, in particular making the intersection safer for cyclists and pedestrians. The signalised crossing between Cork University Hospital (CUH) and Wilton Shopping Centre will also be redesigned for improved pedestrian safety.

The bus and cycle infrastructure proposed will include the modification of the existing section

of dual carriageway approaching the Wilton Roundabout and will permit right-turning traffic to exit the High Street retail zone and both the Aldi and Lidl supermarkets. In addition, enhancements to the public realm including new trees and green areas are proposed for this section of Bishopstown Road.

New and improved bus stops are proposed along the entire section of the corridor with many bus stops being relocated to better serve users and to allow for the provision of the enhanced infrastructure.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the following table.



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Curraheen Road, at junctions with Melbourn Road, Hawke's Road and Bishopstown Road.	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
Curraheen Road, approaching Barrett's Lane	Relocated pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Quiet Street treatment through the CUH grounds	A new quiet street is proposed along Wilton Avenue, through the CUH grounds, onto Bishopstown Avenue before connecting in with STC E at Model Farm Road.
Bishopstown Road, at junction with Wilton Avenue and junction with Cork University Hospital/Wilton Shopping Centre	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
Wilton Roundabout	Conversion of Wilton Roundabout to a signalised crossroad junction with pedestrian and cycle friendly design.

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

- Lands on both sides of Curraheen Road between Melbourn Road and Bishopstown
- Lands on the northern side of Bishopstown Road between Curraheen Road and Wilton Avenue;
- Lands from the existing green areas at Westgate Road and Firgrove Avenue;
- Lands from the existing green area at Bishopscourt; and
- Lands on Bishopstown Road opposite Wilton Avenue.

2.2.2 Wilton Road to Western Road (Bandfield)

At the junction of Wilton Road/Bishopstown Road the proposed STC routes for cyclists and buses diverge due to space constraints on Wilton Road. Buses continue on Wilton Road, whilst cyclists are provided with new infrastructure along Glasheen Road, Cottage Mews and Schoolboy's Lane.

Cyclists will be provided with a two-way cycle track along Glasheen Road between Wilton Road and Cottage Mews before turning onto Cottage Mews which becomes a shared quiet street. Cyclists would then join the Schoolboy's Lane shared cycle facility and tie into STC E at Magazine Road. From here cyclists could rejoin STC F at Wilton Road or continue along College Road. This represents a change from the EPR proposal which directed cyclists to a route through the Presentation College grounds.

This proposal includes direct access for cyclists to CUH from Liam Lynch Park by means of a two-way cycle track crossing Wilton Road allowing cyclists to join to route on Glasheen Road via Liam Lynch Park.

Bus lanes are proposed in both directions along Wilton Road between Bishopstown Road and Dennehy's Cross. The existing junction on Wilton Road with Liam Lynch Park will be closed to general traffic (Liam Lynch Park will remain accessible for local traffic from the eastern approach).

At Dennehy's Cross the bus and cycle routes merge and the corridor travels along Victoria Cross Road where dedicated cycle and bus lanes in both directions are provided as far as the junction with Carrigrohane Road (at Victoria Cross). This will include the construction of a new pedestrian/cycle bridge crossing the Curragheen River adjacent to Victoria Bridge on Victoria Cross Road.

At the Carrigrohane Road junction, cyclists would diverge from the main STC route crossing to the public car park adjacent Kingsley Bridge and across the bridge itself. From here a new cycle route would be provided through the grounds of the Sacred Heart Church connecting to Western Road. From here cyclists would cross to Mardyke Walk to avail of the existing quiet street and will tie back into the bus corridor at the junction of Donovan's Road/Western Road

(Bandfield). This represents a change from the EPR proposal which provided for cyclists along Victoria Cross Road as far as Western Road.

It is also now proposed to extend the STC F scheme to cover Western Road and Sunday's Well Road as far as Hyde Park. This section was previously included in STC L. It is proposed to provide a new boardwalk along Sunday's Well Road between Hyde Park and Western Road. At Western Road, a new pedestrian and cycle bridge is proposed across the River Lee joining the Greenway to Shakey Bridge and Fitzgerald Park. A southbound bus lane is also proposed on Western Road between just south of the bridge and Victoria Cross Road.

Bus lanes are proposed in both the inbound direction on Western Road between Carrigrohane Road and Donovan's Road. Outbound, the bus lane would commence at Gaol Walk with bus priority provided signal controlled priority where no bus lane is provided. This is a change from the EPR which proposed an outbound bus lane between Carrigrohane Road and Donovan's Road.

The section of road between Western Road and Mardyke Walk has been reconfigured slightly compared to the EPR in order to facilitate bus turnaround and layover in this area.

New and improved bus stops are proposed along the entire section of the corridor with many bus stops being relocated to better serve users and to allow for the provision of the enhanced infrastructure.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the following table.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Glasheen Road, east of Wilton Roundabout	Relocated pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians. New two-way cycle track as far as Cottage Mews
Cottage Mews and Schoolboy's Lane	New shared quiet street treatment and shared cycle facility connecting Glasheen Road with Magazine Road.
Wilton Road, at existing pedestrian crossing from Liam Lynch Park to Cork University Hospital	Improvements to the existing pedestrian crossing.
Wilton Road, at junctions with Wilton Gardens and Victoria Cross Road/Model Farm Road/Magazine Road (Dennehy's Cross)	Improvements to the existing signalised junction prioritising pedestrian & cycle friendly design.
Victoria Cross Road, at Victoria Bridge	Provision an adjacent pedestrian/cycle facility to the east of the existing bridge.
Victoria Cross Road, at junctions with N22 Carrigrohane Road and Western Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
New cycle facilities along Sunday's Well Road and Western Road	New boardwalk along Sunday's Well Road and new pedestrian cycle bridge over the River Lee adjacent Thomas Davis Bridge.

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

- Lands on both sides of Wilton Road between Wilton Roundabout and Dennehy's Cross;
- Lands on the northern side of Glasheen Road between Bishopstown Road and Summertown Road;
- Lands on the northern side of Glasheen Road between Sheare's Park and Cottage Mews;
- Lands from the existing green area within Liam Lynch Park;
- Lands on both sides of Victoria Cross Road between Dennehy's Cross and Farranlea Road;
- Lands on the eastern side of Victoria Cross Road between Farranlea Road and Carrigrohane Road;
- Lands through the grounds of the Sacred Heart Church;
- Lands from Mardyke Sports ground on the eastern side of Western Road; and
- Sections of land take along Western Road between the junction with Victoria Cross Road and the junction with Donovan's Road.

2.2.3 Western Road (Bandfield) to Grand Parade

Continuing east from the junction of Western Road/Donovan's Road (the Bandfield) both cyclists and buses travel along the remaining section of Western Road, Lancaster Quay and Washington Street.

Dedicated cycle infrastructure is proposed on the entire length of this section. Along this portion of STC F sections of dedicated bus lanes are proposed along with a revised approach to traffic management and traffic flow that will further support improved bus journey time reliability.

The following changes to traffic flow are proposed:

- Inbound and outbound general traffic flow from Western Road will continue to Dyke Parade, which will become a two-way traffic route;
- Sheares Street will also become a two-way traffic route to the junction with Grattan Street/Courthouse Street;
- From Courthouse Street, inbound general traffic will continue through to Liberty Street,

turning right to Cross Street (which will be converted to a one-way southbound route) and then turn left to Washington Street;

- Outbound general traffic on Washington Street seeking to route west will be diverted via Courthouse Street (which will be converted to a single-lane, one-way northbound traffic route) and then will turn left to Sheares Street and travel west along Dyke Parade;
- Outbound general traffic on Washington Street will also be diverted via South Main Street/Proby's Quay/Bishop Street/Sharman Crawford Street/Wandesford Quay before routing back on to Washington Street in order to then continue west to access Donovan's Road;
- Inbound and outbound general traffic flow from Donovan's Road will route onto Lancaster Quay/Washington Street as far as the junction with Mardyke Street, at which point this traffic will be diverted to Dyke Parade, and outbound traffic on Lancaster Quay will only be permitted to turn left to Donovan's Road (i.e., general westbound traffic from the city will not be permitted to access Western Road via Lancaster Quay, but

will access it via either Courthouse Street/ Sheares Street/Dyke Parade or Mardyke Street/Dyke Parade);

- ▶ The connection from Lancaster Quay through to Western Road (at the junction with Donovan’s Road) will become a bus-only section, with a proposed bus gate to permit two-way bus and cyclist flow but to prohibit through-traffic flow;
- ▶ Woods Street, north of the junction with Lynch’s Street will be closed to general traffic (which would instead be diverted to Mardyke Street) in order to facilitate improved pedestrian linkage through from Washington Street to Prospect Row at this location;
- ▶ Local access to Hanover Place and Hanover Street will be facilitated via Little Cross Street; and
- ▶ Traffic approaching from the north (via Grattan Street) seeking to travel east will be permitted to turn left to Liberty Street and right on to Cross Street, and traffic seeking to travel west would be permitted to turn right on to Sheares Street (which will be converted to a two-way traffic route).

The above proposed changes to traffic flow will then facilitate the implementation of an inbound bus lane between Mardyke Street and Grand Parade, and an outbound bus lane between South Main Street and Courthouse Street. The existing inbound bus lane on Sheares Street will also be retained to facilitate local bus turning movements (e.g., for local bus turning movements from Washington Street back to Dyke Parade via Mardyke Street and then back towards Liberty Street and Cross Street). The existing bus gate from Sheares Street to Courthouse Street will also be retained to facilitate this movement. The proposed bus gate on Western Road to the west of Donovan’s Road will also restrict through-traffic flow between Western Road and Lancaster Quay.

New and improved bus stops are proposed along the entire section of the corridor with many bus stops being relocated to better serve users and to allow for the provision of the enhanced infrastructure.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the following table.



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Western Road, at old Eye, Ear and Throat Hospital	New pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Western Road, at junction with Mardyke Street	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design.
Woods Street, north of junction with Lynch Street	Conversion of this section of Woods Street to a pedestrian-only area, with improved/expanded footpaths provided.
Courthouse Street	Footpath widening works on both sides of the street.
Washington Street, at junctions with Courthouse Street, South Main Street and Grand Parade	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.

To facilitate these sustainable transport improvements, it is proposed that limited land take will be required at the following location:

- Lands on the south side of Sheares Street and to the east of Woods Street;



2.3 Key changes from the Published EPR

- Curraheen Road: Use of signal controlled priority has removed the need for a section of dedicated bus lane and road widening. As a consequence the impacts on private properties have been reduced;
- Bishopstown Road: Reduction in length of dedicated bus lanes. As a consequence the impacts on private properties have been reduced;
- Proposal for a new quiet street is proposed along Wilton Avenue, through the CUH grounds, onto Bishopstown Avenue before connecting in with STC E at Model Farm Road;
- Proposal for cycle facilities along Glasheen Road, Cottage Mews and Schoolboy’s Lane in lieu of the previous route through Presentation College grounds;
- New cycle route across Kingsley Bridge, through the Sacred Heart Church grounds connecting to the existing quiet street treatment on Mardyke Walk. As a consequence the impacts on private

properties along Victoria Cross Road have been reduced;

- Removal of a section of outbound bus lane on Western Road between Mardyke Walk and Gaol Walk. As a consequence the impacts on private properties have been reduced;

- Inclusion of cycle facilities along Sunday’s Well Road by means of a new boardwalk, and Western Road by means of a new pedestrian and cycle bridge adjacent Thomas Davis Bridge. This section of STC F previously formed part of STC L.

2.4 Key Facts

Approximate number of properties that may be impacted:	171
Approximate number of on-street parking spaces that may be removed:	21
Approximate number of roadside trees that may be removed:	66
Approximate route length:	5.3km
Approximate cycle route length: <i>Inbound - (3.6km Segregated Cycle Track + 2.0 km Quiet street)</i> <i>Outbound - (3.6km Segregated Cycle Track + 2.0 km Quiet street)</i>	11.2km

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this Sustainable Transport Corridor. These proposals are subject to a second round of public consultation and, depending on the public's feedback, subsequent design refinement before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Sustainable Transport Corridor element of the BusConnects Cork project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to:



Freephone
1800 303 653



or by email to
corkstc@busconnects.ie

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Option for the Sustainable Transport Corridor set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:



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



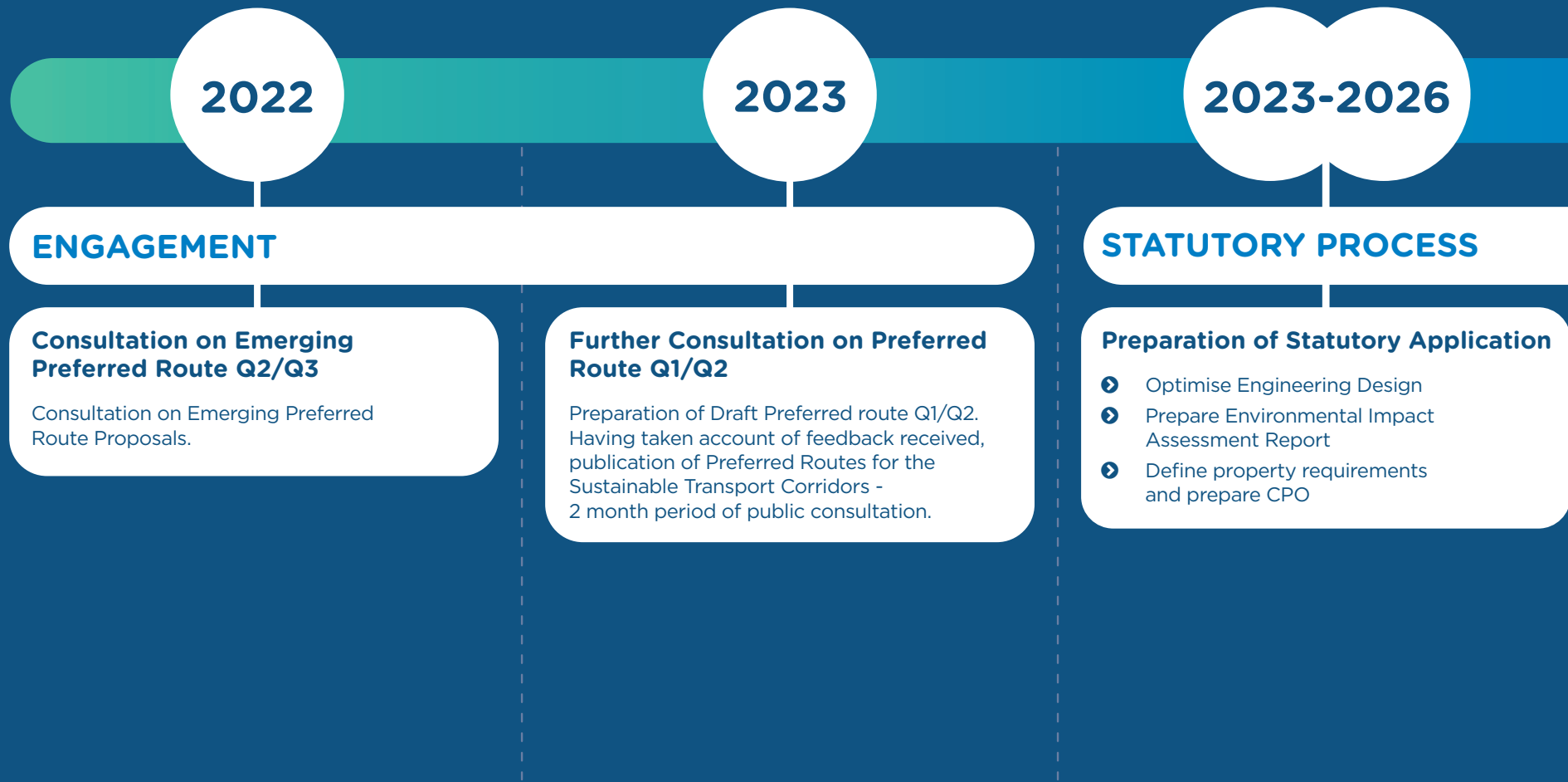
Post:
Sustainable Transport Corridor Project
NTA Cork Office, Suite 427, 1 Horgan's Quay
Waterfront Square, Cork
T23 PPT8

3.3 What happens next?

Following the second round of public consultation the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be finalised in tandem with the undertaking of transport and environmental assessments. This is likely to culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme, together with details of land to be acquired, which will be submitted to An Bord Pleanála during 2024-2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.



3.4 Anticipated Project Timeline



2024-2025

An Bord Pleanála Applications

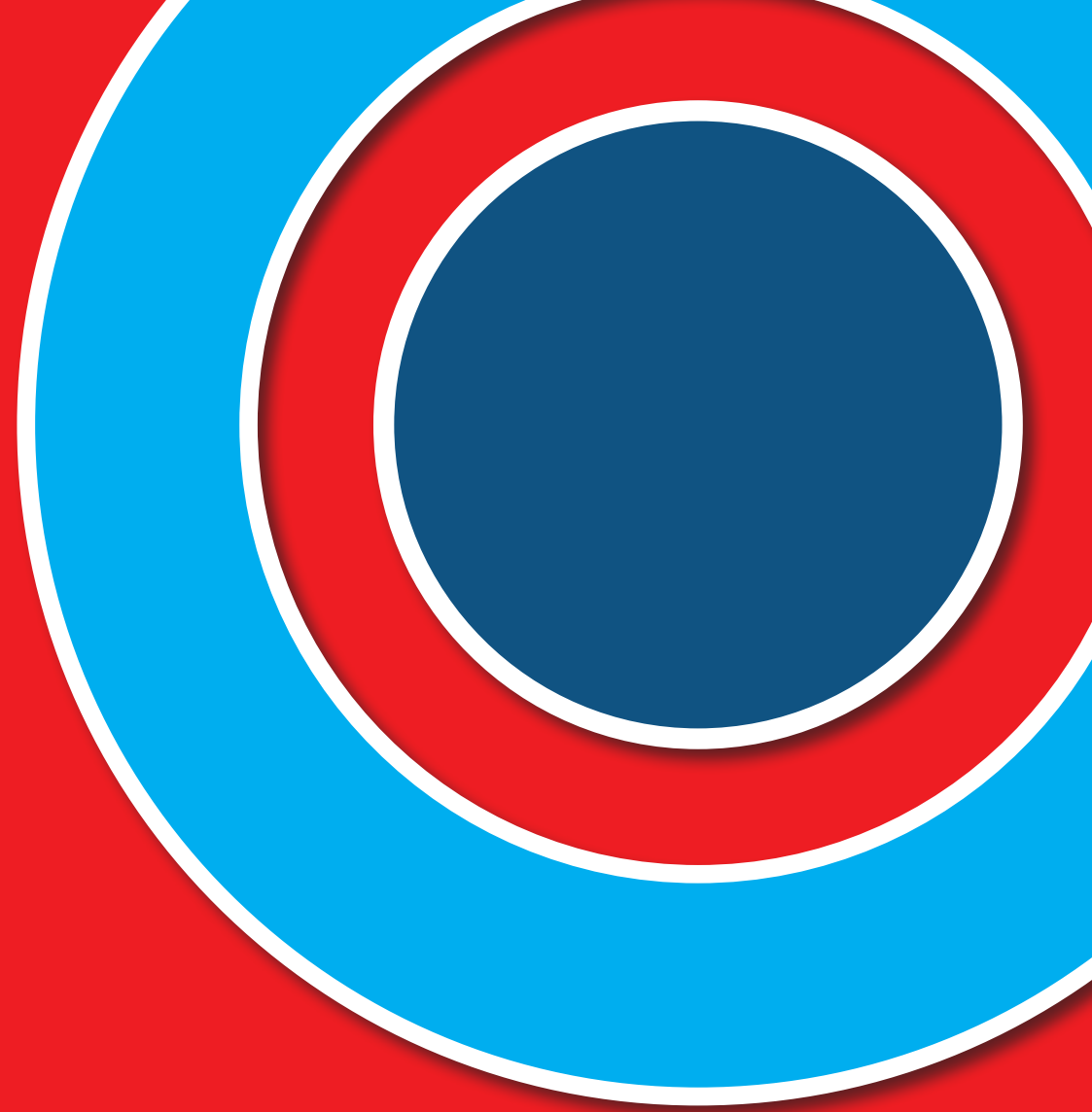
- Submission of Applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPO
- Statutory Consultation in accordance with the legislative requirements
- An Bord Pleanála deliberations including an Oral Hearing where required
- An Bord Pleanála may:
 1. Approve the 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



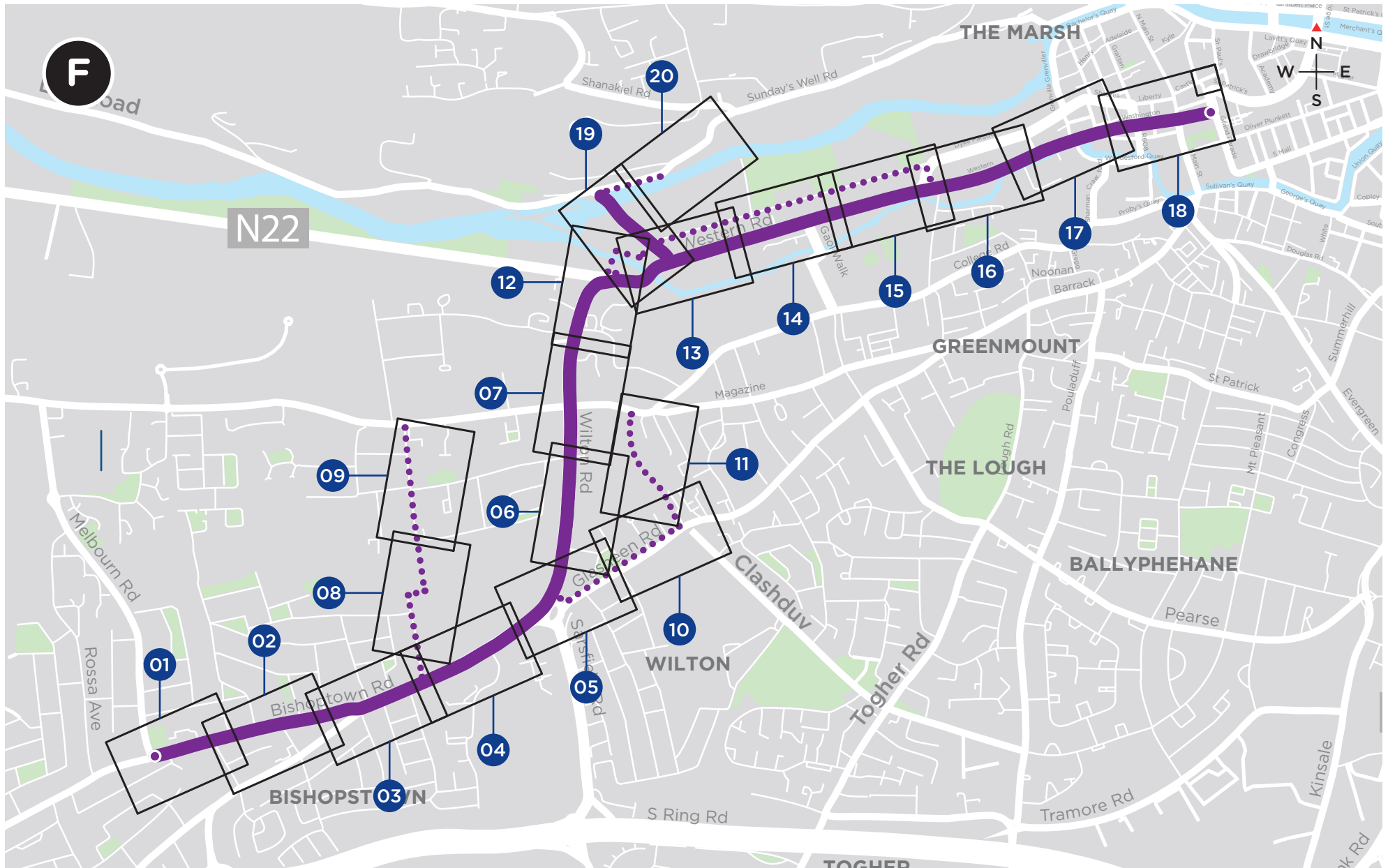
Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete



4. Appendices

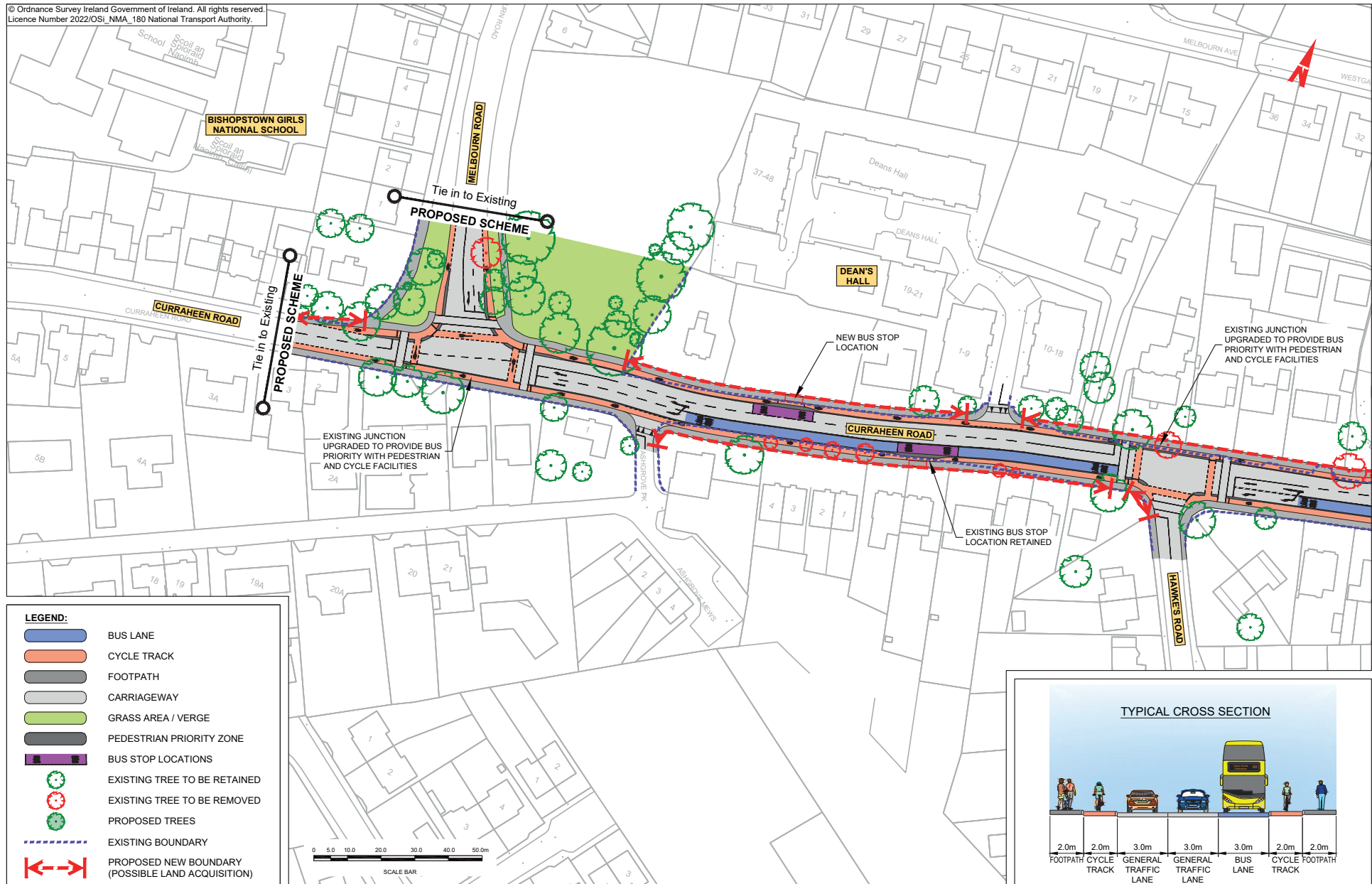
4.1 Index maps

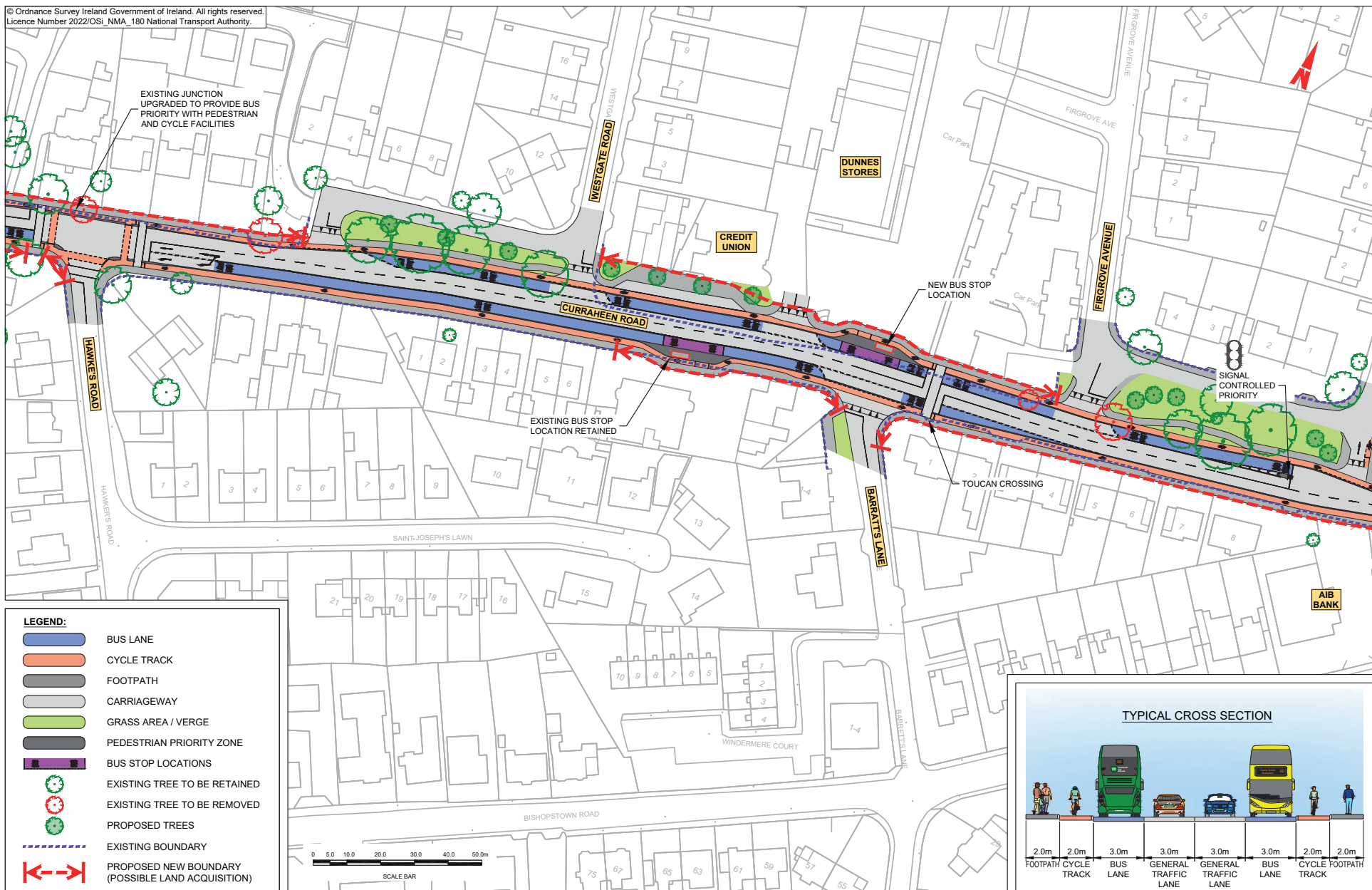
4.2 Route maps



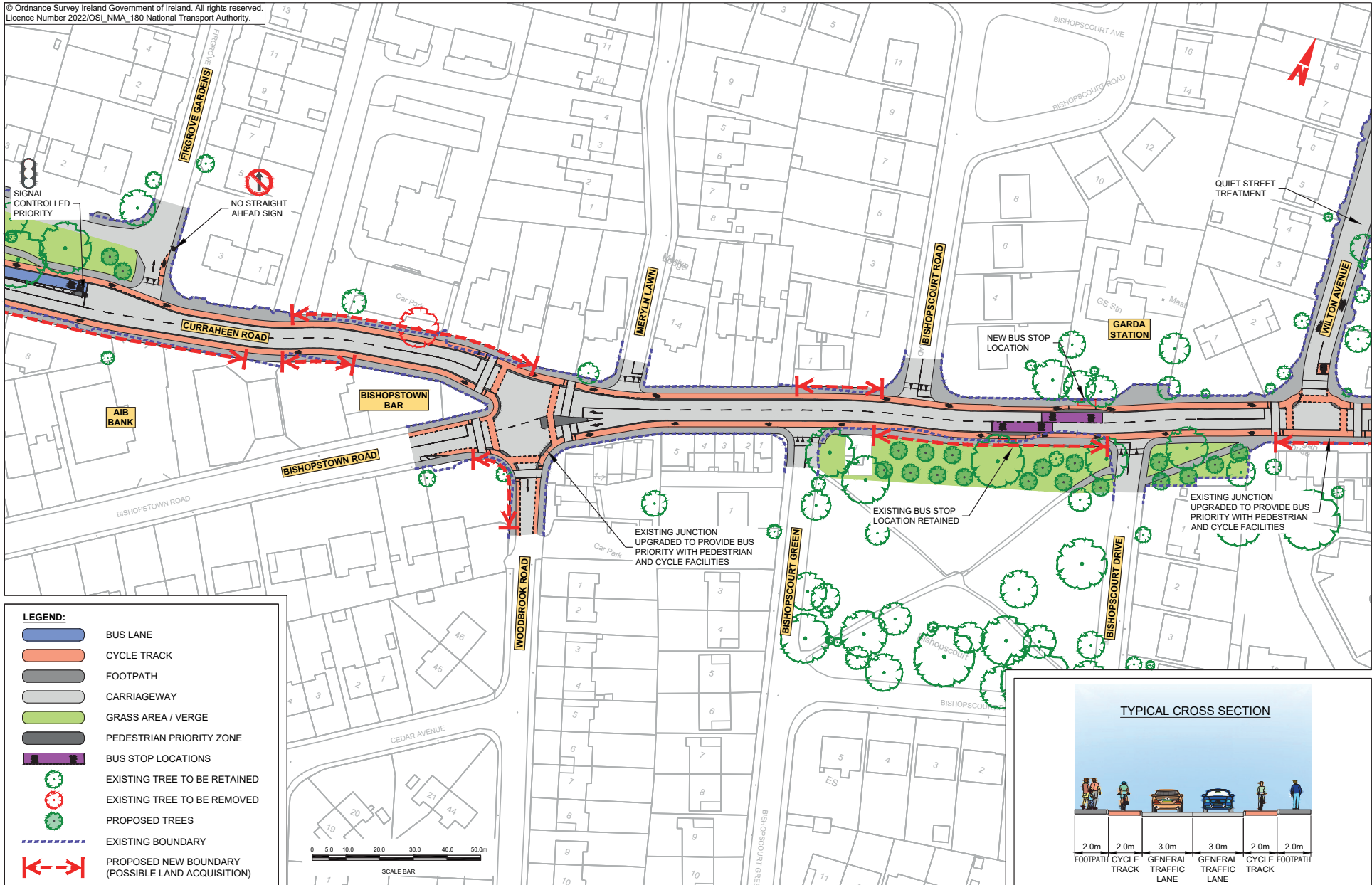
NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

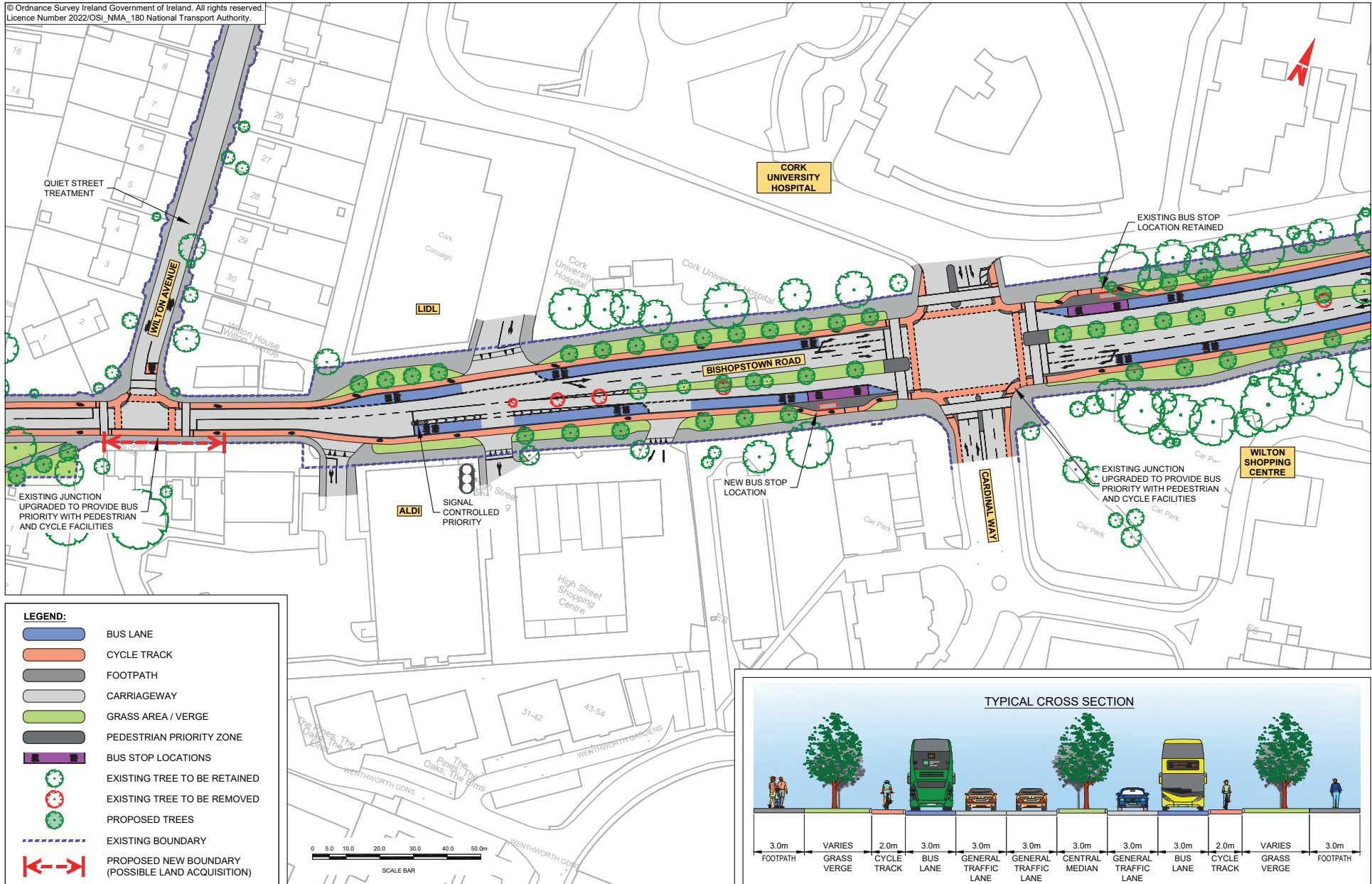
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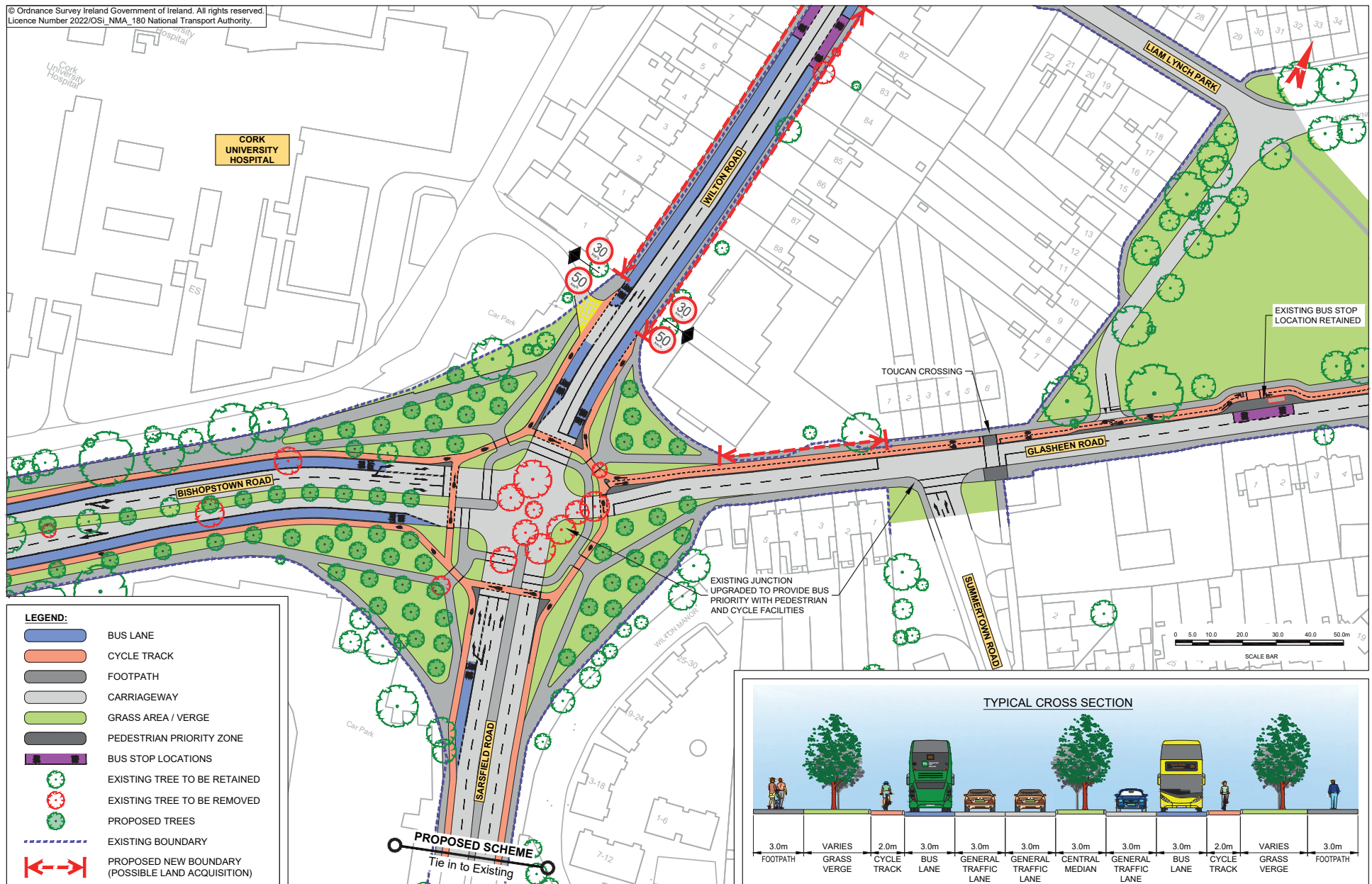


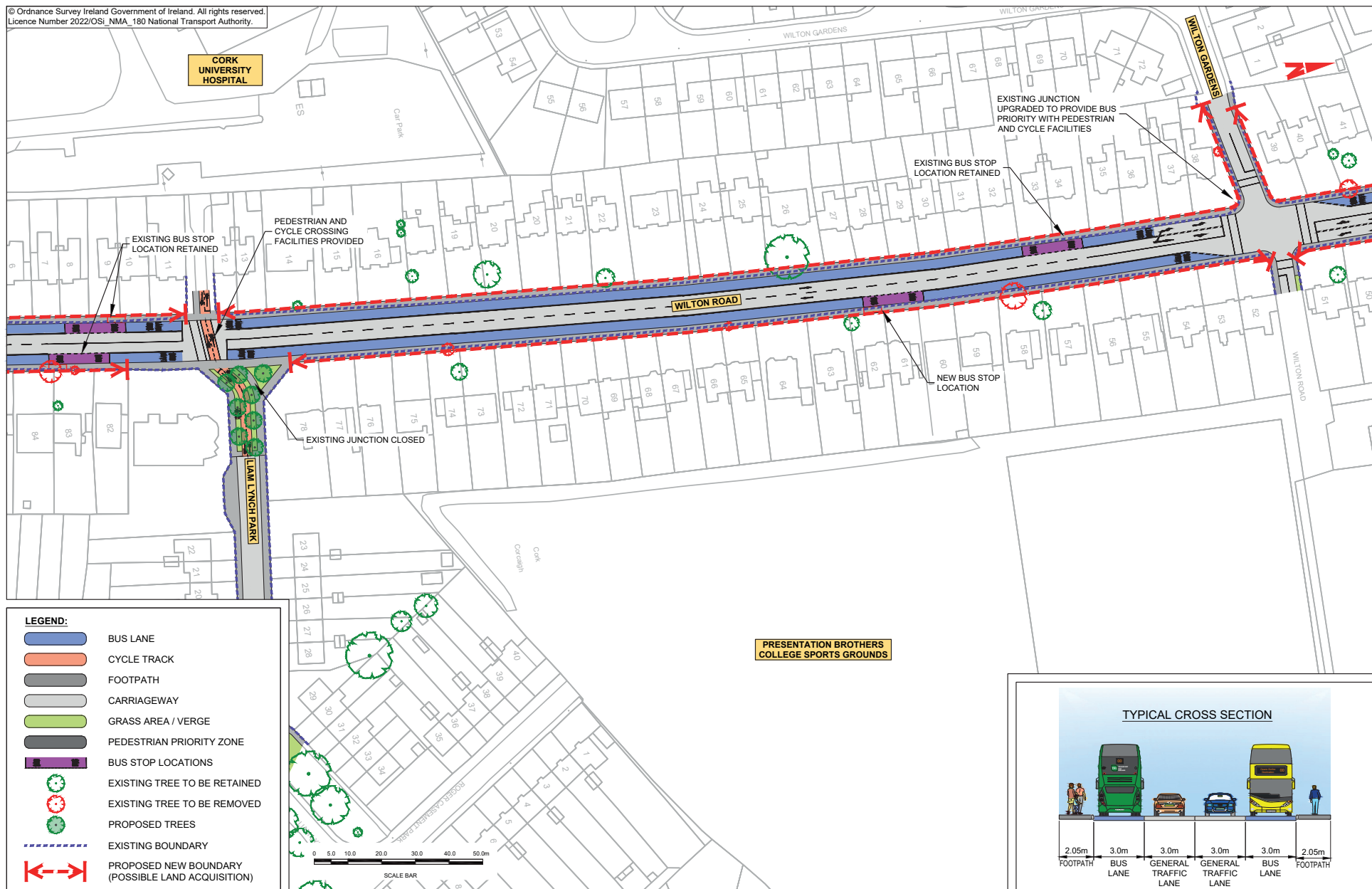
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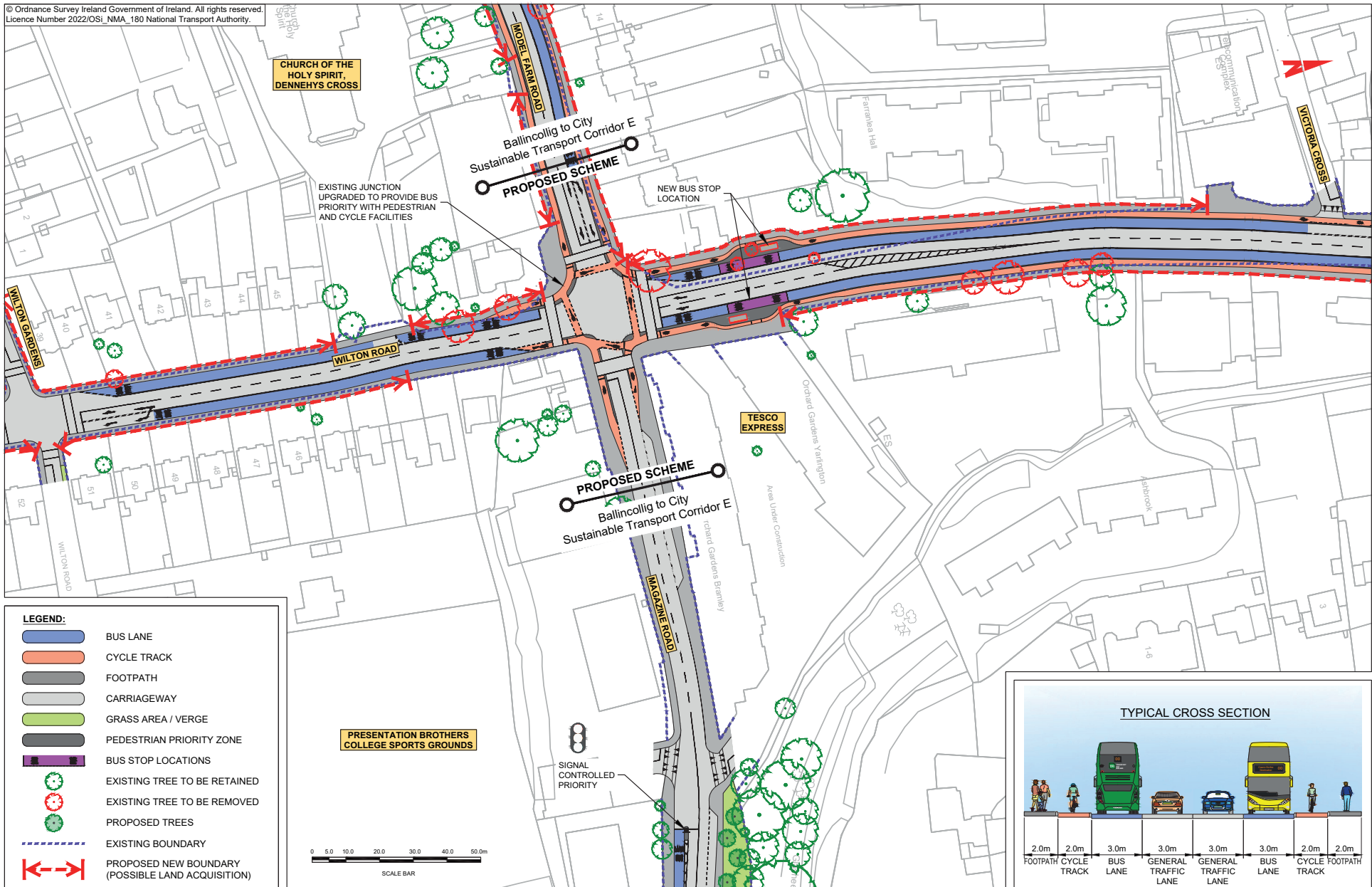




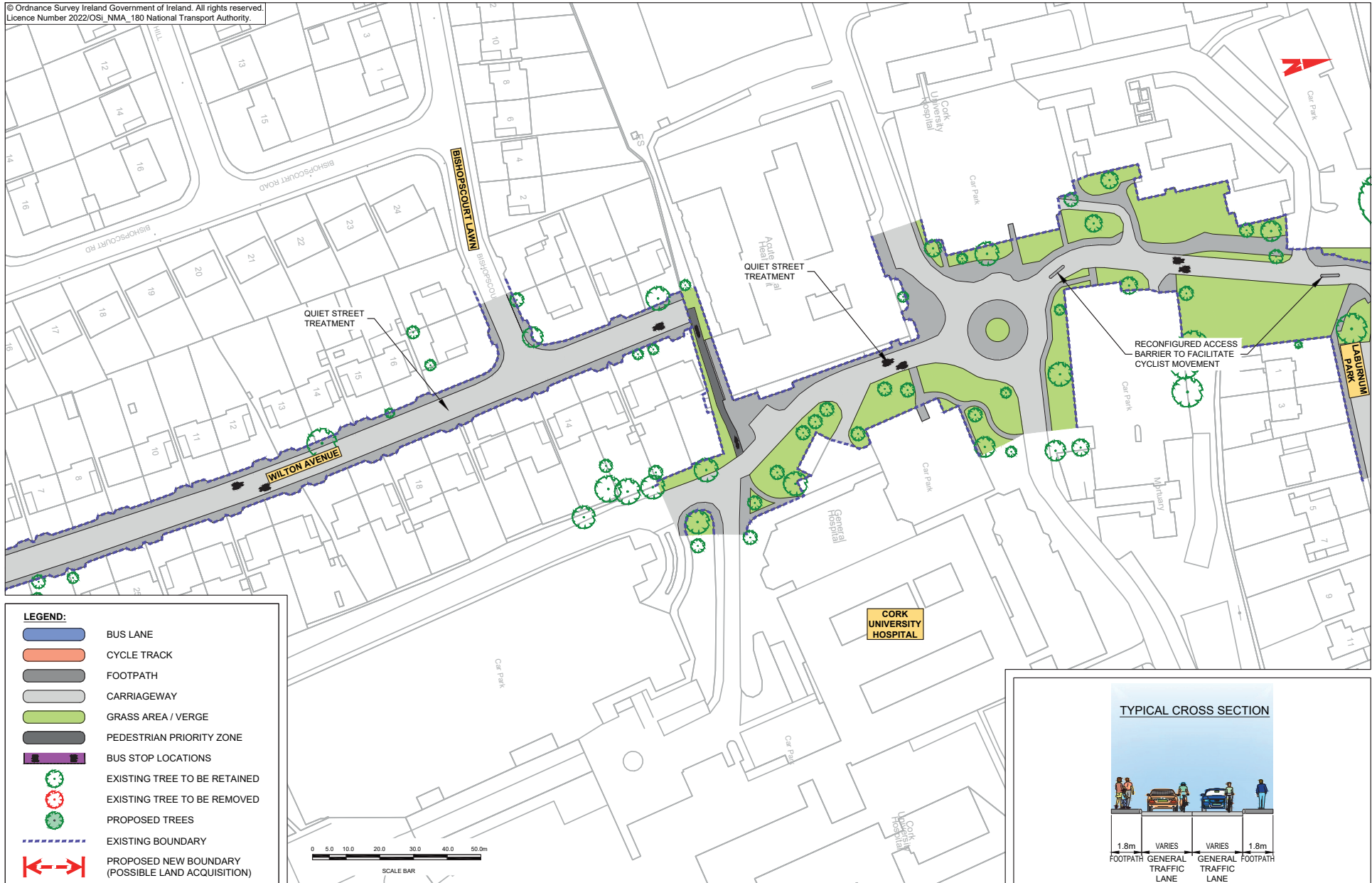
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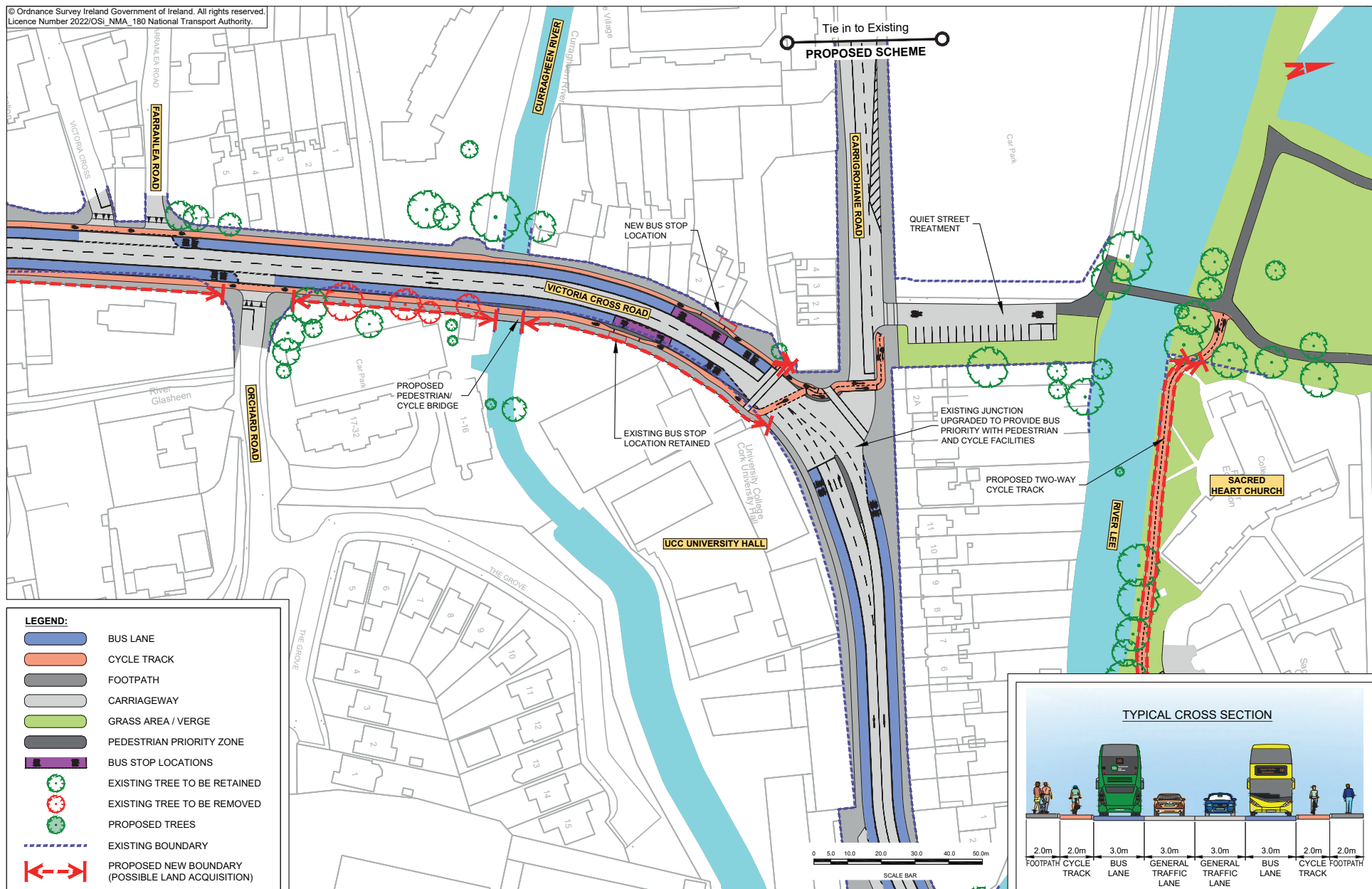


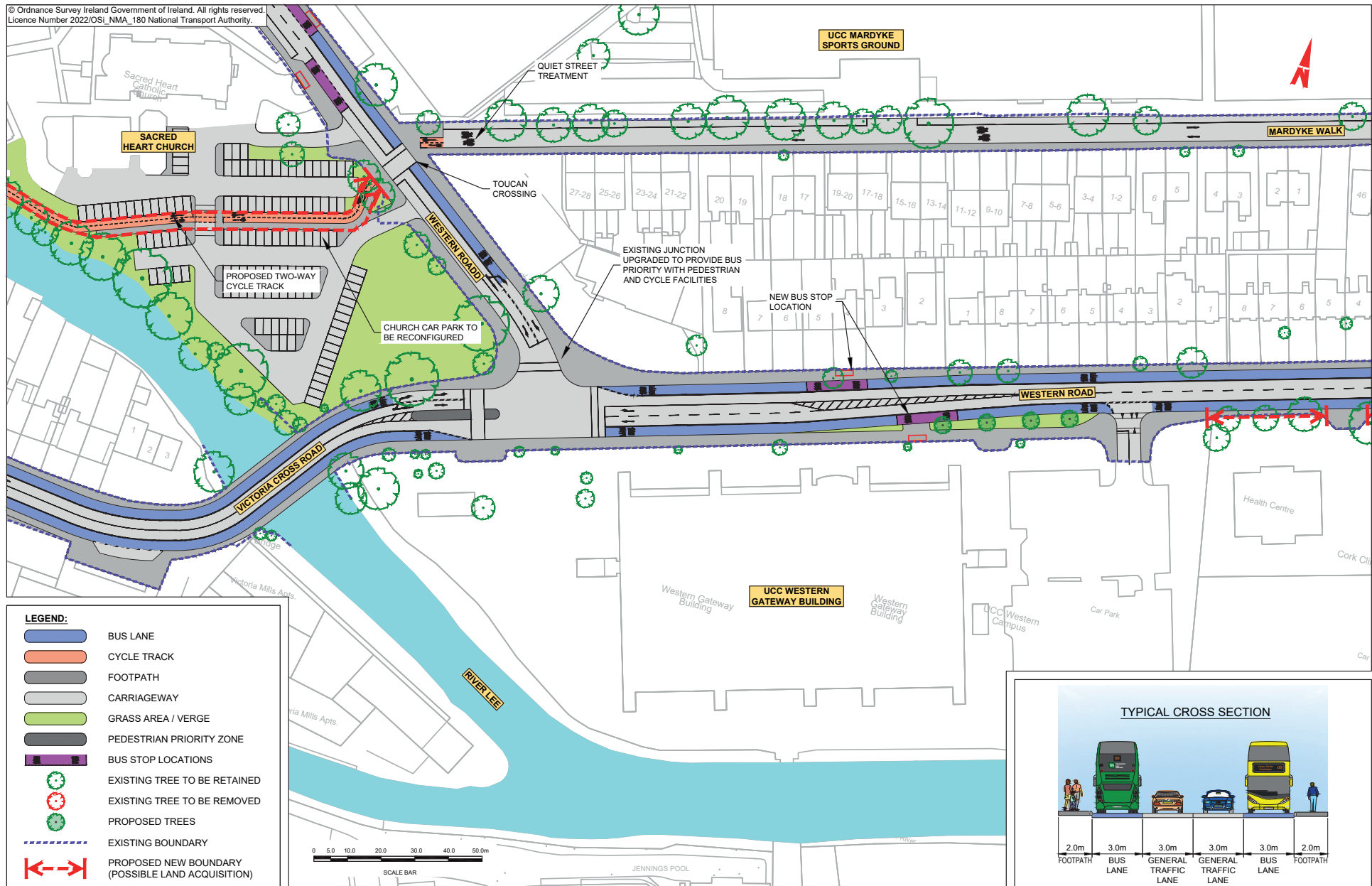
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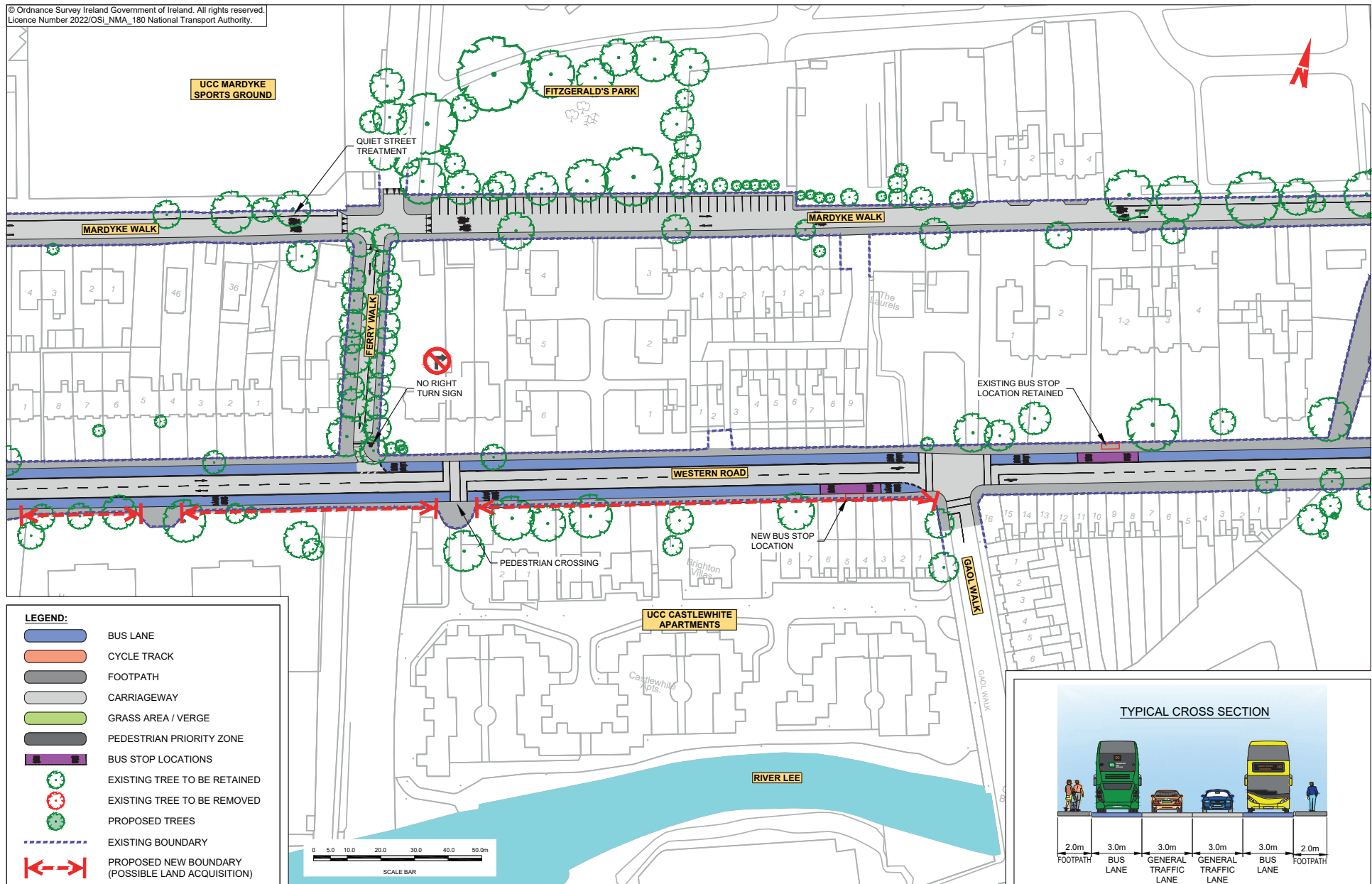


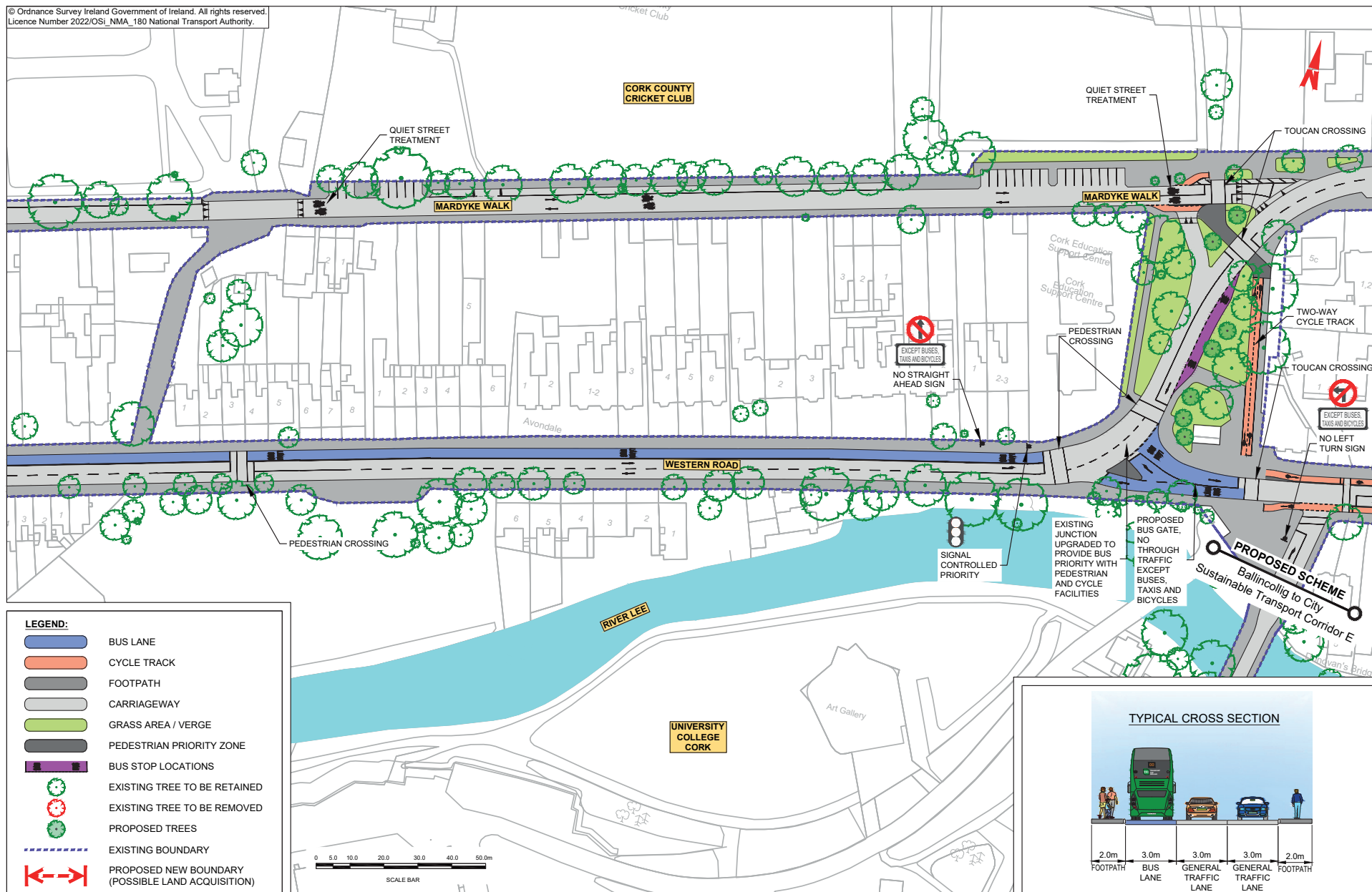
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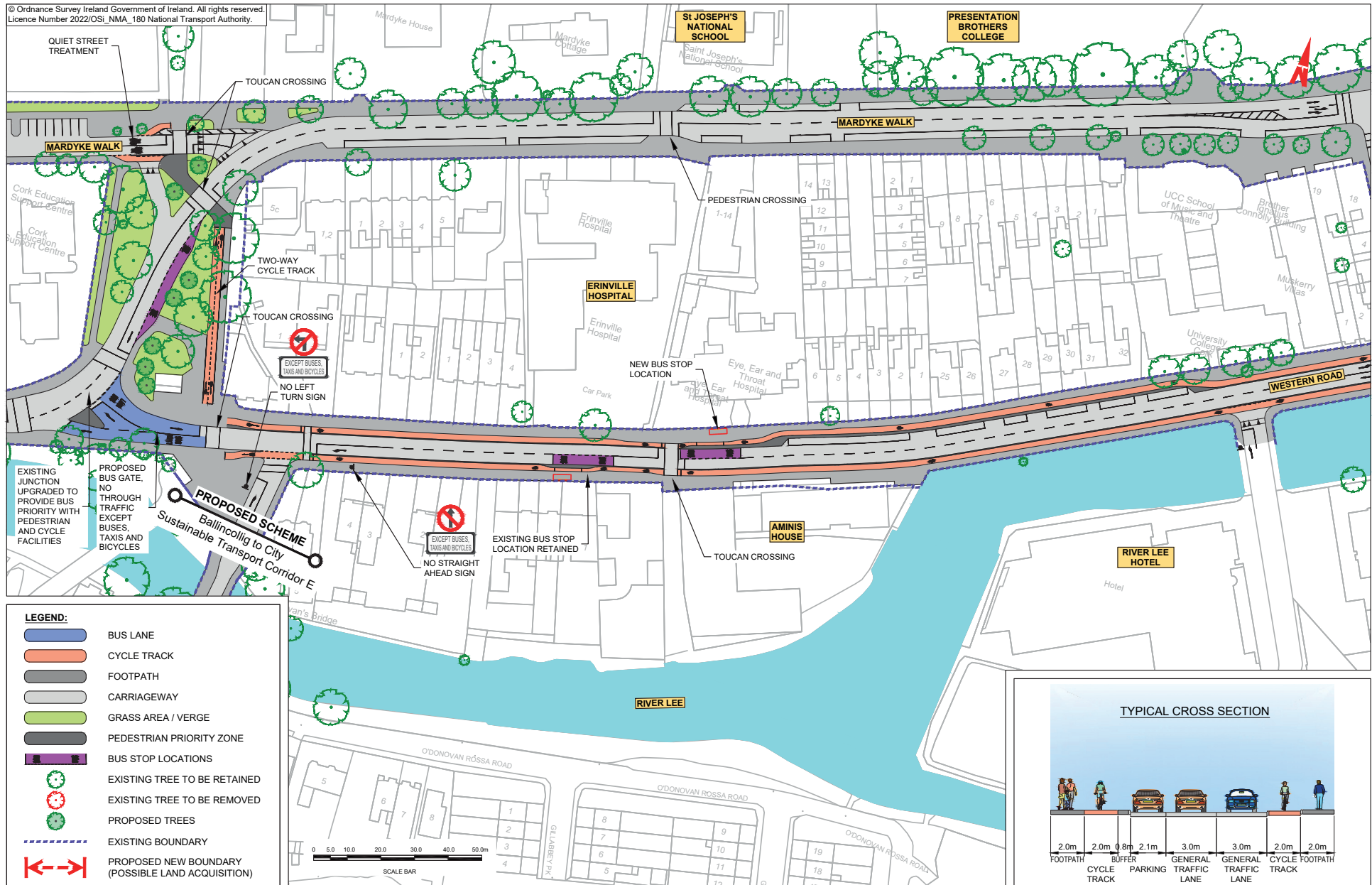


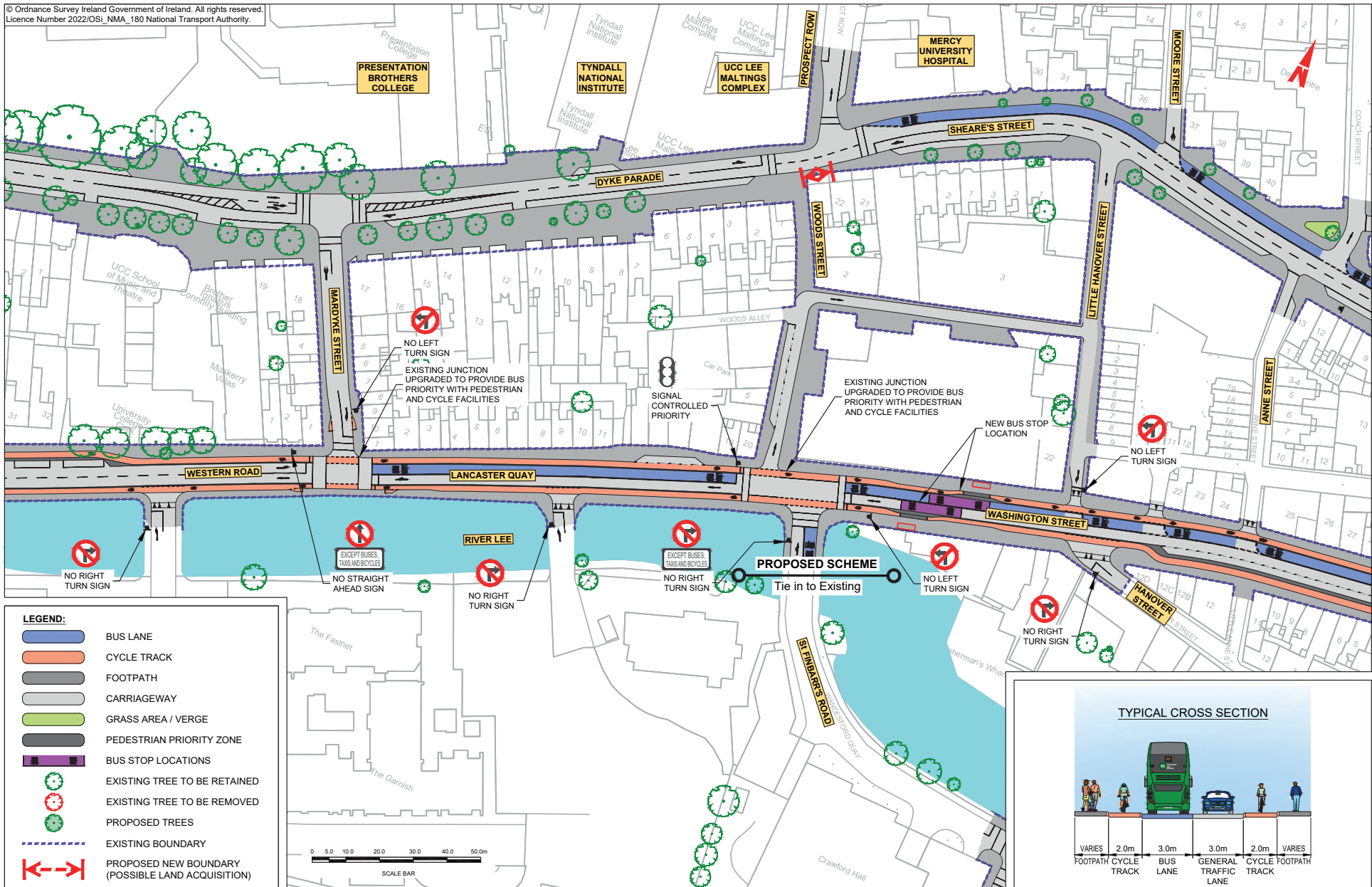


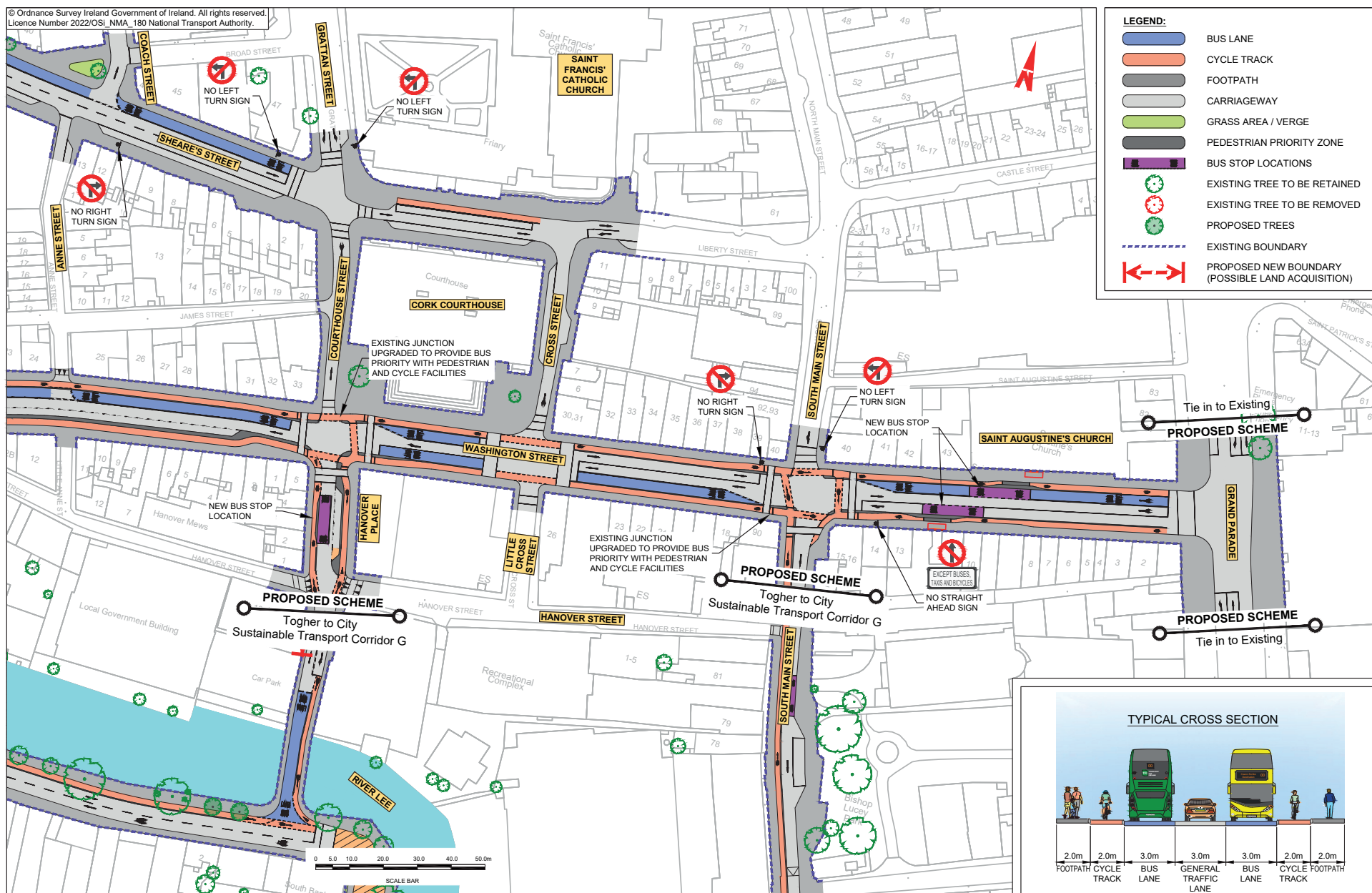




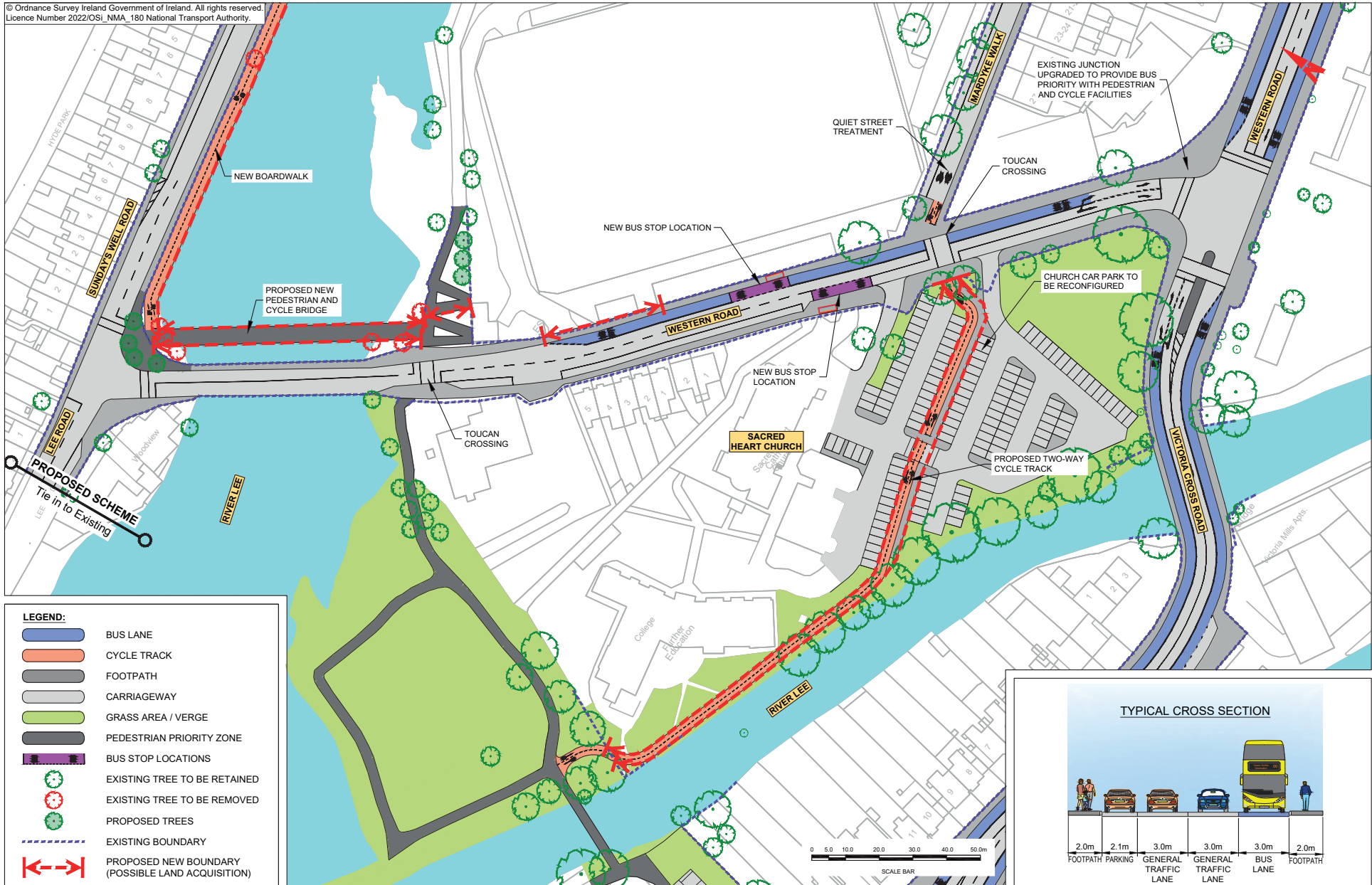


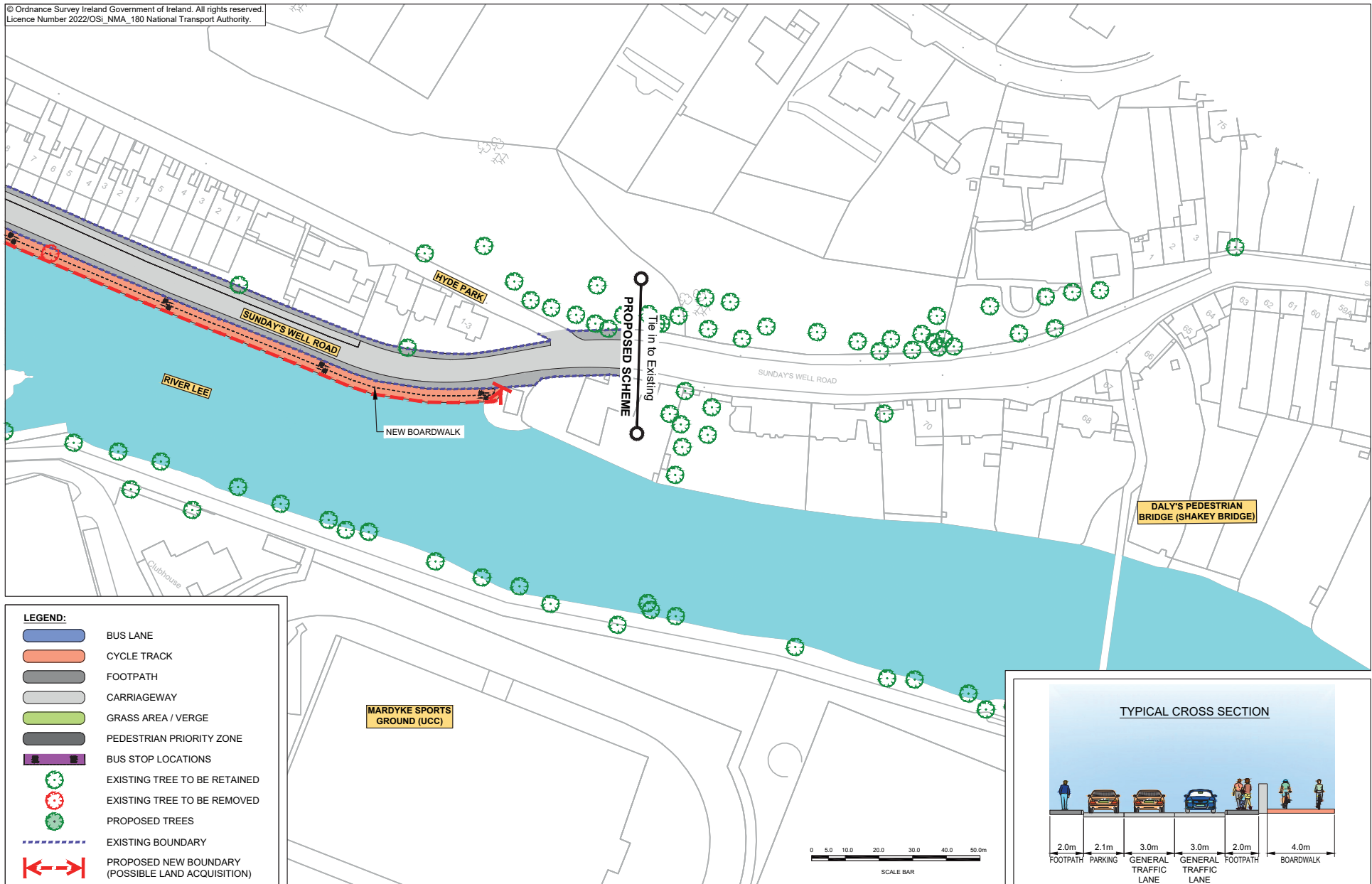






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