



Bishopstown to City
Sustainable Transport Corridor
Preferred Route

3rd Round of Public Consultation November 2023



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

BUS
CONNECTS
CORK
SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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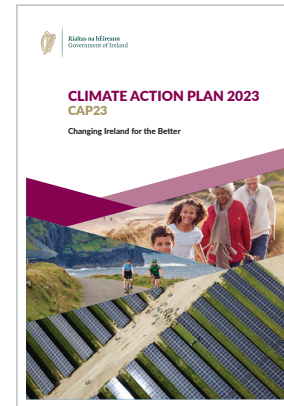
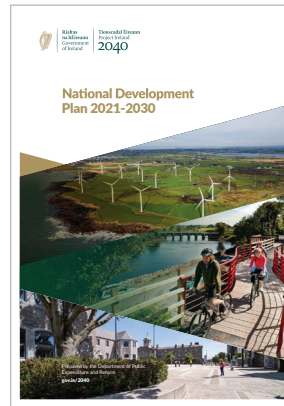
1. Introduction

1.1 What is BusConnects?

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus services in Cork and other cities. It is a key part of the Government's policies to improve public transport and address climate change. 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.

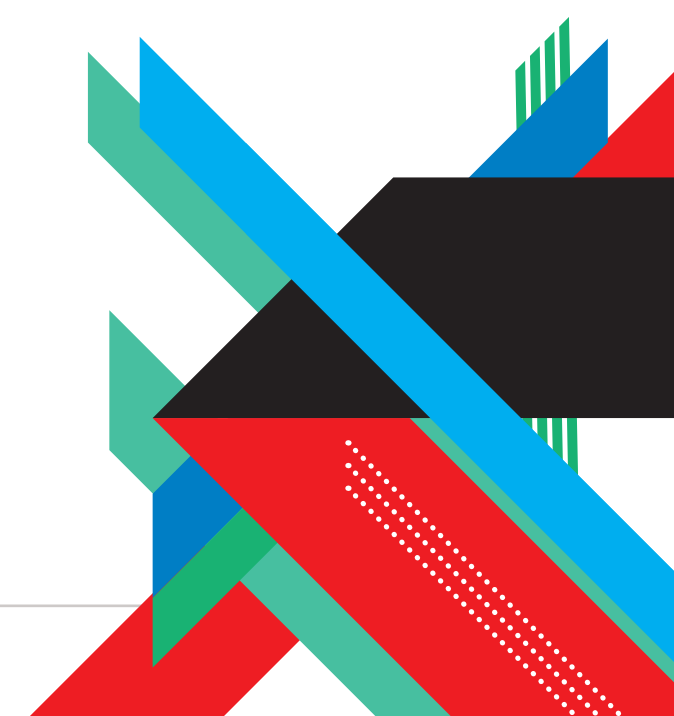
Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone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



1.2 What is this public consultation for?

This is now the third round of non-statutory public consultation on the eleven proposed Sustainable Transport Corridors (STCs) since June 2022. The development of these STCs is a key part of the overall BusConnects Cork programme and will help future proof Cork's bus system and create safe cycling across the city and region as it continues to grow.

This consultation provides further opportunities for the public to review and submit feedback to the revised set of designs.



The overall BusConnects Cork programme is made up of 9 elements


1 **Develop a network of new sustainable transport corridors**

 **91km of new bus lane / bus priority**
making journeys faster and more reliable


98km of cycle facilities
(one direction) delivering 49km of the cycle network.




2 **Redesigning the bus network**



3 **State-of-the-art ticketing system**



4 **Cashless payment system**



5 **Simpler fare structure**



6 **New Park & Ride sites in key locations**



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



8 **New bus livery**



9 **New bus stops and shelters with better signage and information**



1.3 A reminder of what the Sustainable Transport Corridor Project is about

The proposals are to invest in eleven Sustainable Transport Corridors (STCs) that will have continuous bus priority – generally, a continuous bus lane in each direction, but other arrangements maybe used in constricted locations. This will remove delays currently being experienced by the bus system and its users. Dedicated bus lanes, or other equivalent measures, will allow the buses to transport their many thousands of passengers with greater certainty about when buses will arrive and depart, making a better and more efficient service.

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 STC and onto a quieter road or purpose-built cycleway, before re-joining with the corridor.

It is important to remember that the STCs identified are the key bus corridors in the city. In addition to these corridors, there is a much wider redesigned bus services network

planned for Cork which will provide increased frequencies and new services. The new bus network will be implemented during 2024/2025 and full details can be found on busconnects.ie.



1.4 Objectives of the Sustainable Transport Corridors



Enhance the capacity and potential of the public transport system by

improving bus reliability and punctuality through the

provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



Enhance the potential for cycling by

providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



Support the delivery of an efficient, low carbon and climate resilient public transport service

which supports the

achievement of Ireland's emission reduction targets;



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;



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; and



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.



1.5 What has happened so far?

Between June 2022 and October 2022 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Route (EPR) of twelve Sustainable Transport Corridors (STCs) across Cork. During this first round of consultation we received approximately 3,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route Option (PRO) for each corridor. A second round of public consultation on the PRO of eleven STCs commenced in March 2023 and continued until 25th May 2023. Approximately 4,400 submissions were received as part of the second round of public consultation.

The submissions and feedback have been reviewed and a third round of non-statutory public consultation is taking place during Q4 2023. This will provide further opportunities for the public to review and submit feedback to the revised set of designs.

1.6 What is in this brochure?

This document is one of eleven brochures, each dedicated to a single Sustainable Transport Corridor (STC). The document provides a written description of the Preferred Route from start to finish with supporting maps. It includes all revisions made, if any, since the second round of public consultation. It also includes a

timeline for the progress of the programme and details of how you can engage with the public consultation. The brochures from the first and second round of consultation are available to view and download on our website www.busconnects.ie. Definitions of the terminology used in the document are outlined in the next section.



1.7 Understanding the terminology

1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Cork Programme is to create eleven Sustainable Transport Corridors (STCs). 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. In constricted locations, other arrangements may be used. The bus lanes will be alongside segregated cycle lanes/tracks where feasible and general traffic lanes.

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):

The NTA published outline plans for each of the STCs in a non-statutory public consultation process in June 2022. The options were called Emerging Preferred Routes (EPR) to inform the public of the likely layout of the roadway with the necessary STC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the EPRs, the Sustainable Transport Corridor proposals were reviewed and

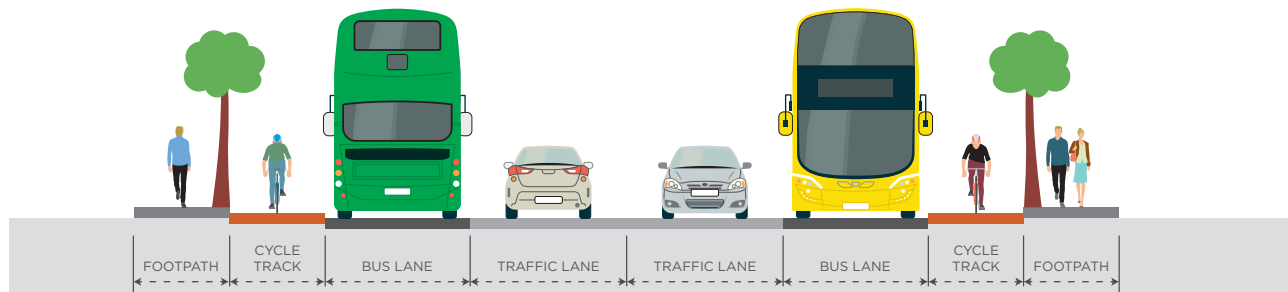
amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

Following refinements and additional design development, the proposals are now being presented as the updated PROs and are subject to this additional round of public consultation.

They are not final proposals as they are subject to further consideration from this third round of public consultation and also subsequent examination in the context of environmental impact assessment and design development.

5. Bus Gate:

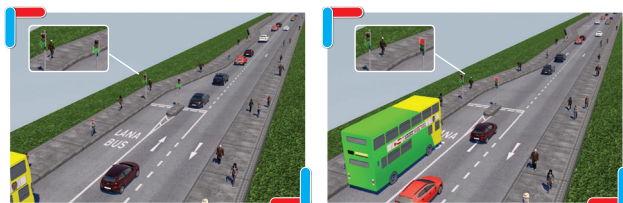
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located, thereby reducing congestion on the relevant road section and enabling more reliable bus movement. General traffic will be directed by signage to divert away to other roads before they arrive at the bus gate.



6. Signal Controlled Priority (SCP):

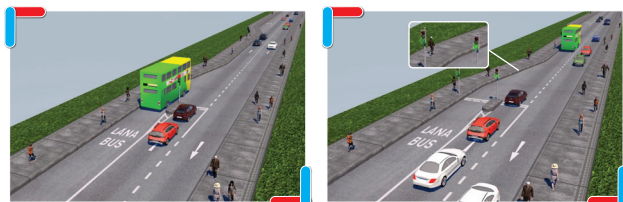
Signal Control Priority uses traffic signals to enable buses to get priority ahead of single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points 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



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.

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.

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 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.

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. 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.





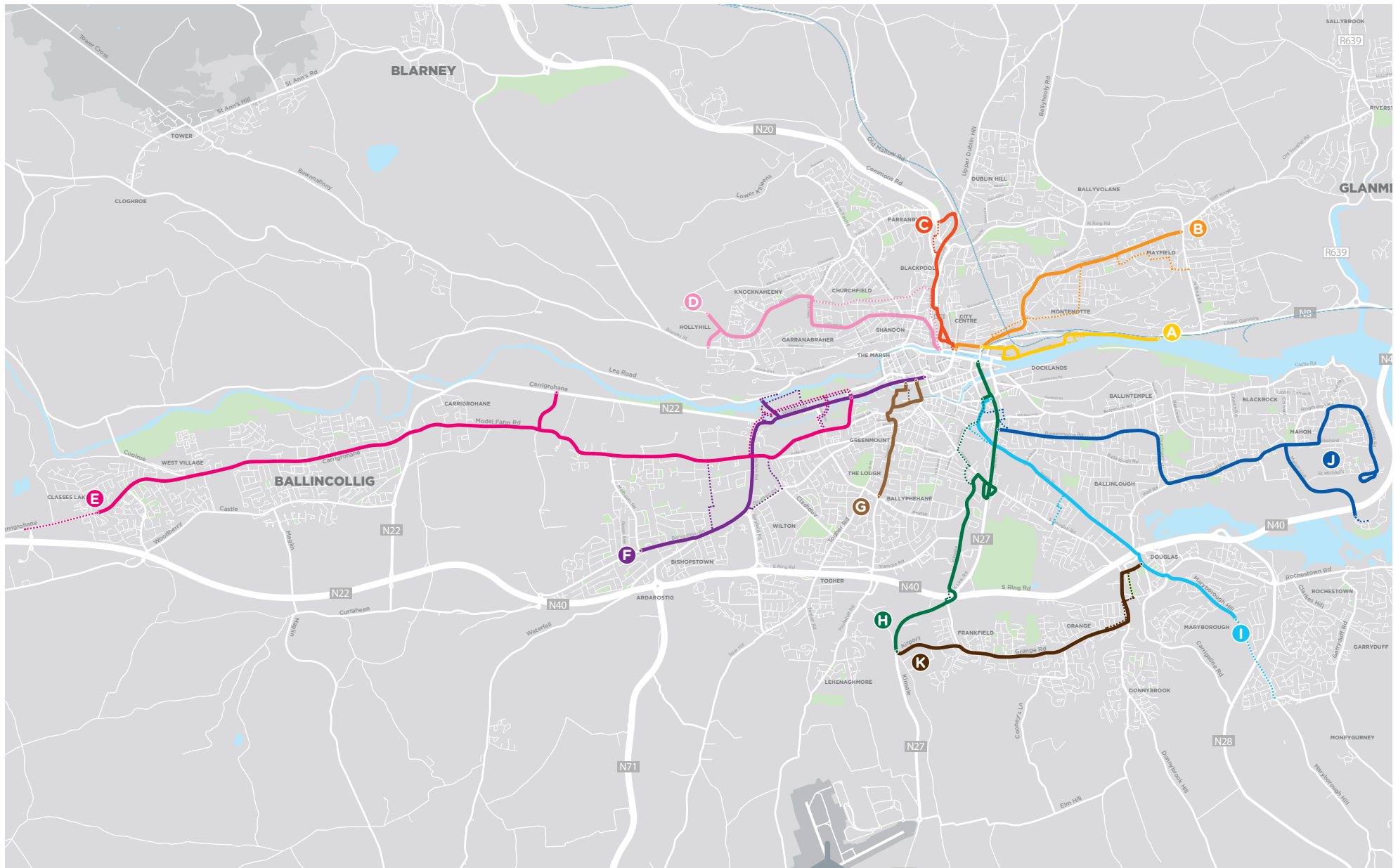


1.8 11 Sustainable Transport Corridor Preferred Routes

- 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. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This work includes the following:

2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urban realm features. Engagement with stakeholders is continuing including engagement with individual householders potentially impacted. The developing design has been, and continues to be, informed by stakeholder engagement and further detailed surveys.

2.2 Statutory Consent Application

As part of the intended Statutory Consent Application for each Sustainable Transport

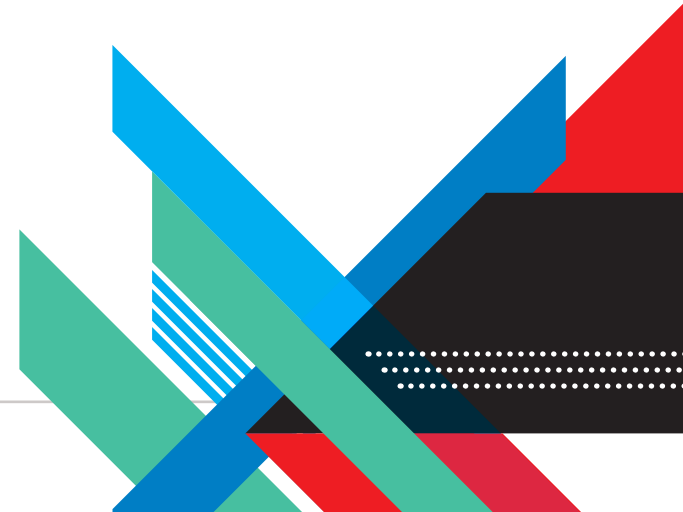
Corridor (STC), the NTA will be preparing an Environmental Impact Assessment Screening Report, Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment Report (EIAR), and where required, a Natura Impact Statement (NIS) in accordance with current Irish and European legislation, guidelines, and best practice. These screenings and assessments are being undertaken by environmental specialists that have recently been appointed to work on the project on behalf of the NTA. The EIAR and AA documentation will form a significant part of the formal statutory application to An Bord Pleanála and will be available upon submission to the Board, as part of the statutory public consultation.

2.3 Traffic Surveys

A comprehensive set of traffic surveys has been undertaken across the City, providing up to date information on traffic volumes and other road user information. This information, supplemented by a variety of other information sources, will be used to further refine and calibrate the computer simulation transport model that has been developed for the Cork metropolitan region.

Forecasts from the transport model will be used by the design team in developing the various elements of the corridors and in the assessment of the impacts that will be reported in the EIAR documentation.

In advance of the full suite of transport models that will be prepared to support the EIAR for each STC (as described above), preliminary traffic modelling has been undertaken in order to provide high-level insight into the potential traffic impacts of the STC proposals. This model provides an indication of the scale of changes in traffic flow along streets across the city. The development and outputs of this model are described in the Preliminary Transport Modelling Report published as part of this third round of public consultation. The Preliminary Modelling Report can be viewed and downloaded from the BusConnects website - www.busconnects.ie



2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban areas along the sustainable transport corridors, design has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authority to ensure tie-in to existing schemes and initiatives.

The Urban Realm improvement opportunities are spread out along the corridors and will reflect the specific location and local context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as being sustainable.



2.5 Timeline



2024-2026

2026-2030

ACQUISITION & CONSTRUCTION

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.



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

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option (PRO) for this Sustainable Transport Corridor (STC). These proposals are subject to a third round of non-statutory public consultation, plus subsequent design refinement and environmental impact assessment, 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 (EPR) brochures and the brochures from the second round of consultation 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 Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made



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 third round of public consultation, the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be further developed and statutory consent applications to An Bord Pleanála will be prepared, inclusive of transport and environmental impact assessments. For the purpose of the statutory consent process, a number of corridors may be combined into one application. This development work will culminate in the preparation of Environmental Impact Assessment Reports (EIAR) for the schemes together with details of land to be acquired. These applications will be submitted to An Bord Pleanála in 2024/2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.

4. Preferred Route Description

4.1 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 Schoolboy'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 Preferred Route in the second Public Consultation in March 2023.

4.2 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. A PM peak left turn ban is proposed from Melbourn Road to Curraheen Road except for buses, taxis and cyclists. The inbound bus lane on Curraheen Road indicated at the second Public Consultation is no longer proposed.

In the outbound direction on Bishopstown Road, bus lanes are proposed between Wilton Road and the existing entrance to Aldi. A short section of outbound bus lane is also proposed on Curraheen Road between Barrett's Lane and Hawke's Road. Bus priority signals are proposed at locations where bus lanes cannot be provided. It is proposed to retain the existing location of the inbound bus stop in front of Westgate.

At Looney's Cross (the Bishopstown Bar junction), an improved layout is proposed with better provision for pedestrians and cyclists.

A 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 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. A bus interchange is proposed on the northwest corner, the design of which is ongoing.

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.

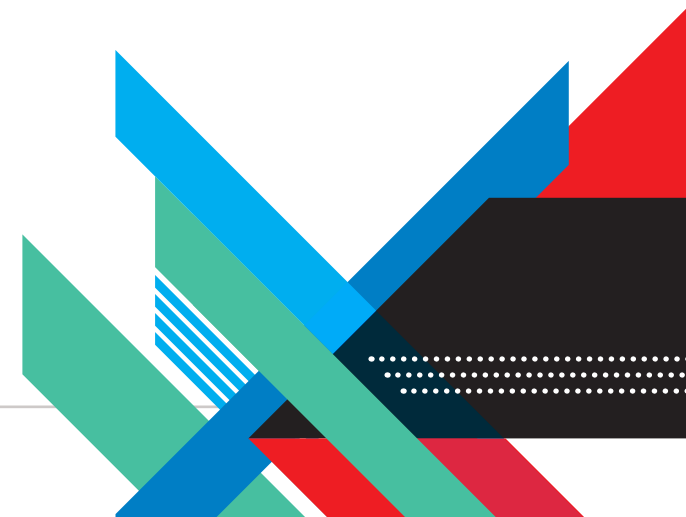


Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

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.
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 and Bus Interchange at the northwest corner of the junction.

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



4.3 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 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 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). A right turn lane is now proposed from Wilton Road towards Bishopstown Road.

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 Curraheen River adjacent to Victoria Bridge on Victoria Cross Road. It is proposed to provide a right turn lane on all four arms of Dennehy's Cross. This will require additional land take on properties on the north side of the Model Farm Road and on the west side of Wilton Road.

At the Victoria Cross 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).

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 (Daly's 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. Right turn lanes have been added at the Westgate Campus and at Gaol Cross.

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. Two-way cycle track as far as Cottage Mews.
Cottage Mews and Schoolboy's Lane	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 and 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; and
- Lands through the grounds of the Sacred Heart Church; Lands from Mardyke Sports ground on the eastern side of Western Road.

4.4 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	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;

4.5 Key Changes from the Preferred Route published in March 2023

- Omission of inbound bus lane and short section of outbound bus lane on Curraheen Road. Introduction of PM peak left turn ban onto Curraheen Road from Melbourn Road except for buses, taxis and cyclists.
- Bus Stop location on Curraheen Road between Melbourne Road and Hawke's Road. Inbound bus stop relocated just east of Deans Hall junction. Outbound bus stop relocated in front of Munster Agriculture Society.
- Inbound bus stop is relocated in front of Westgate Road from Dunnes Stores.
- Curraheen Road in front of Credit Union; parking layout is revised to perpendicular to reduce parking loss.
- Bishopstown Road: improved inbound and outbound bus stop layout in front of Garda Station.
- Looney's Cross (Bishopstown Bar Junction): improved pedestrian and cycle facilities.
- Wilton Roundabout: Bus Interchange to be included on the northwest corner of the junction (design ongoing).
- Wilton Roundabout: right turn lane added to north arm.
- Dennehy's Cross: Right turn lane added on all four arms.
- Western Road: Right turn lanes added at Westgate and Gaol Cross.

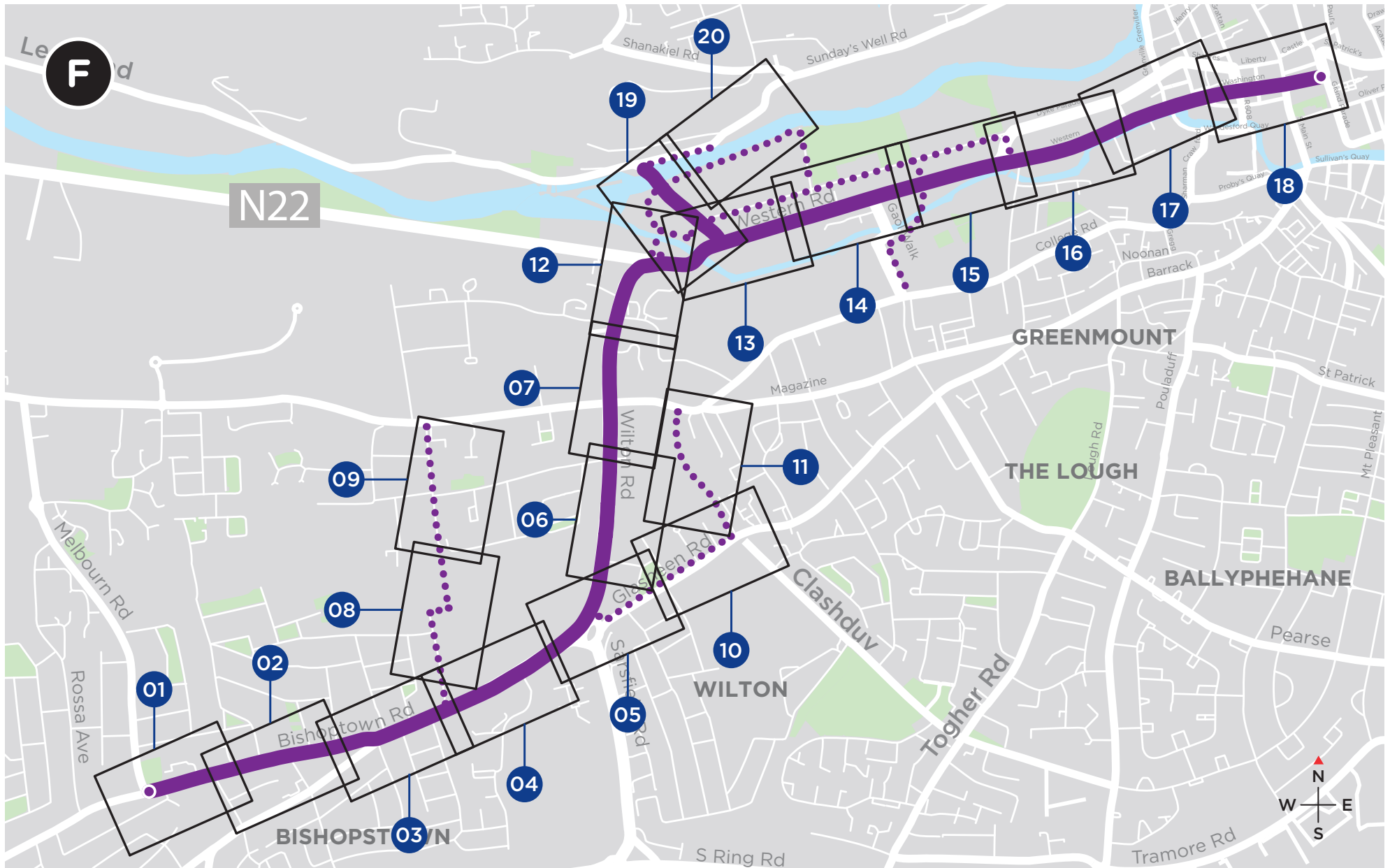
4.6 Key Facts

Approximate number of properties that may be impacted:	152
Approximate number of on-street parking spaces that may be removed:	31
Approximate number of roadside trees that may be removed:	68
Approximate route length:	5.3km
Approximate cycle route length: Inbound (Segregated Cycle Track 3.6km + 2.5km Quiet street) Outbound (Segregated Cycle Track 3.6km + 2.5km Quiet street)	12.2km 6.1km 6.1km

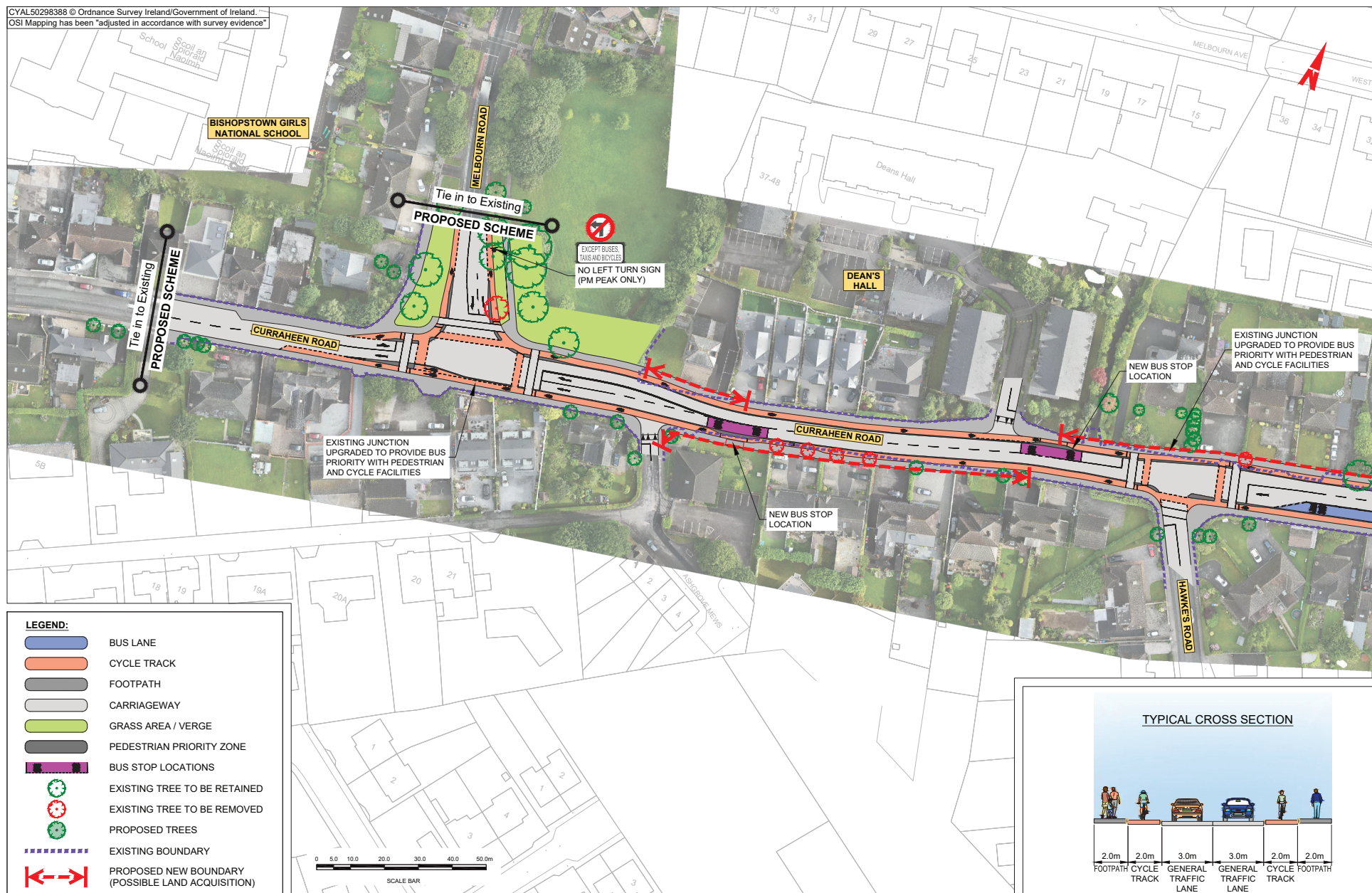
5. Appendices

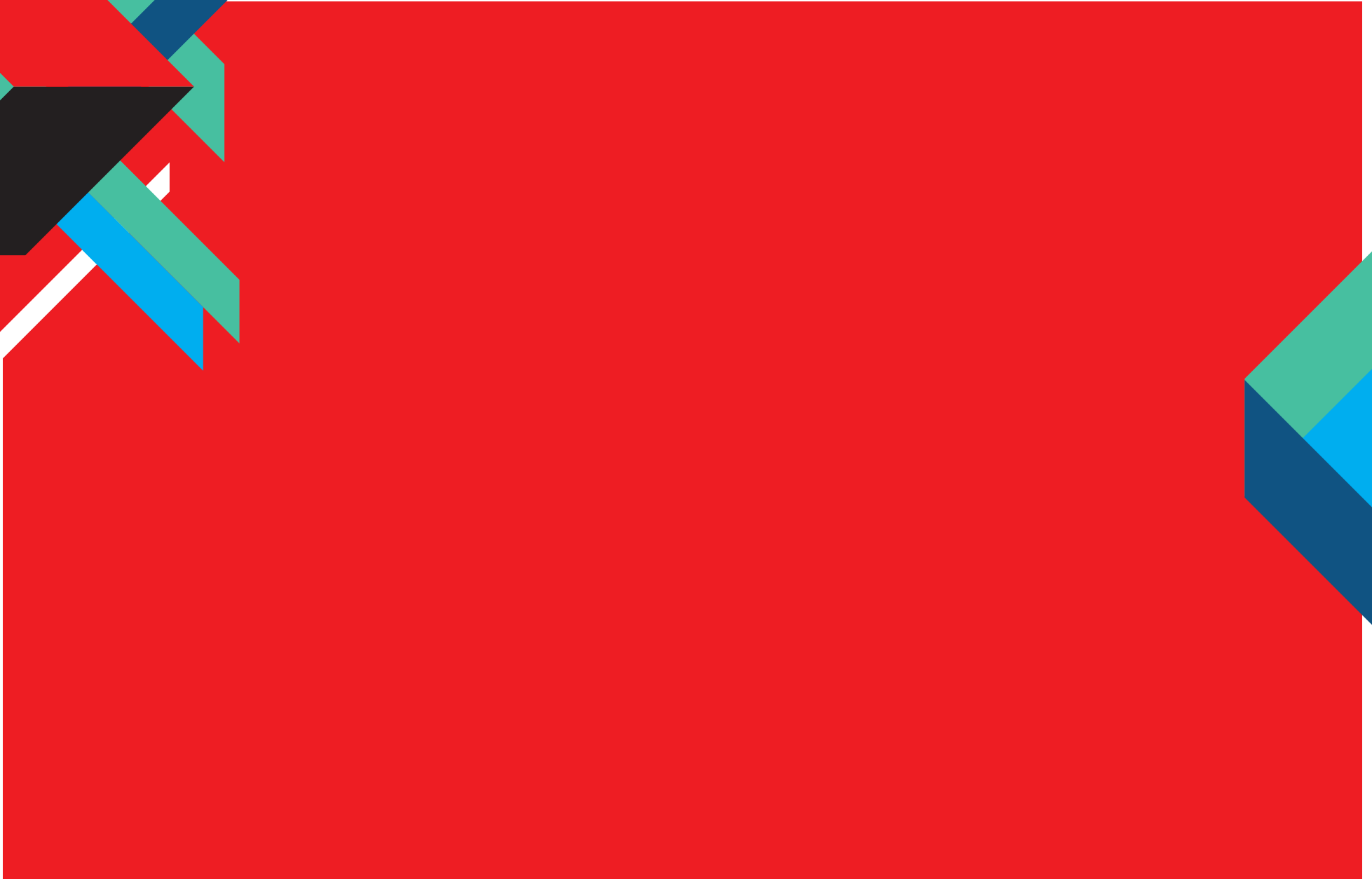
- 5.1 Index maps
- 5.2 Route maps

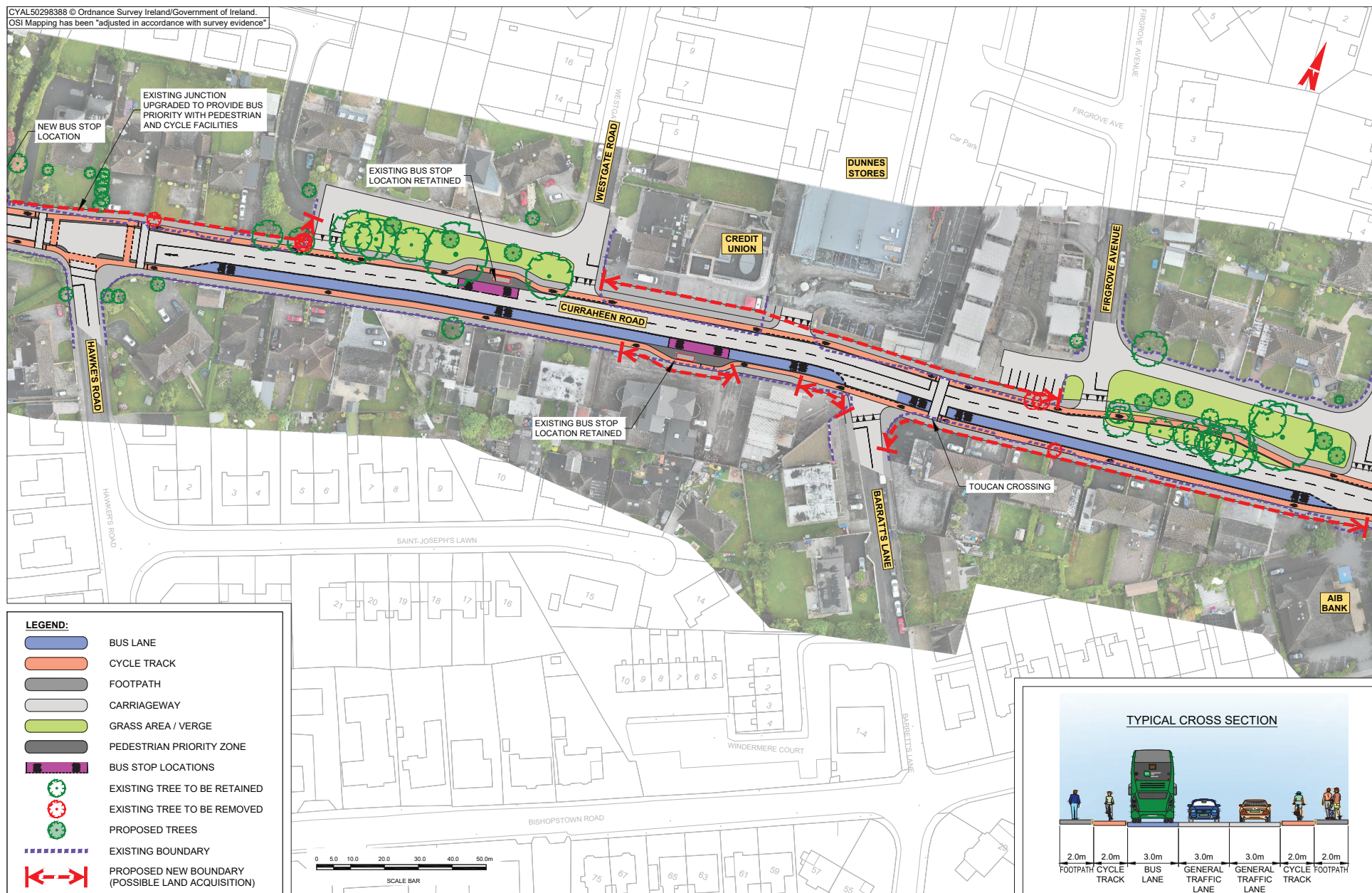




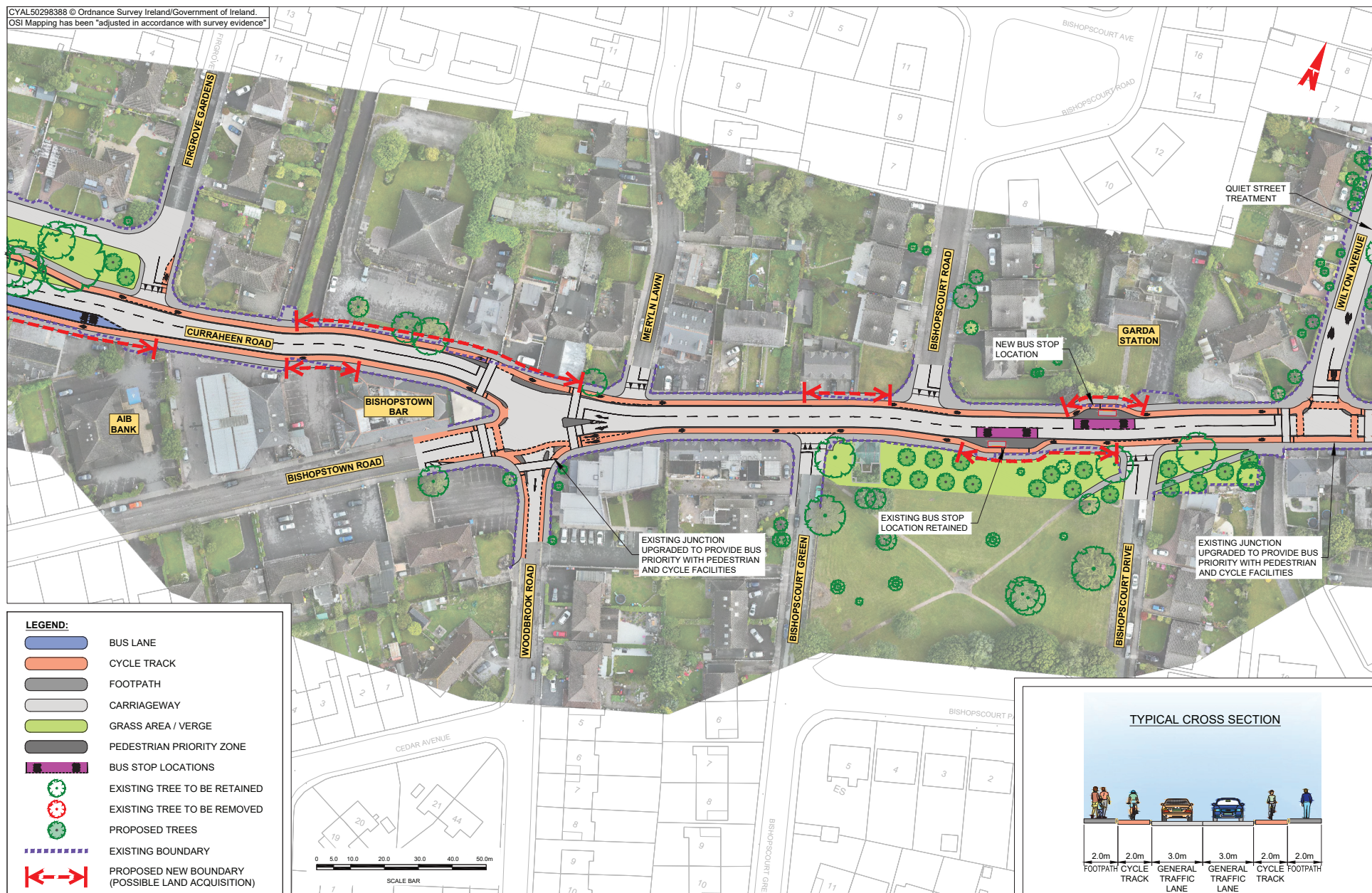
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

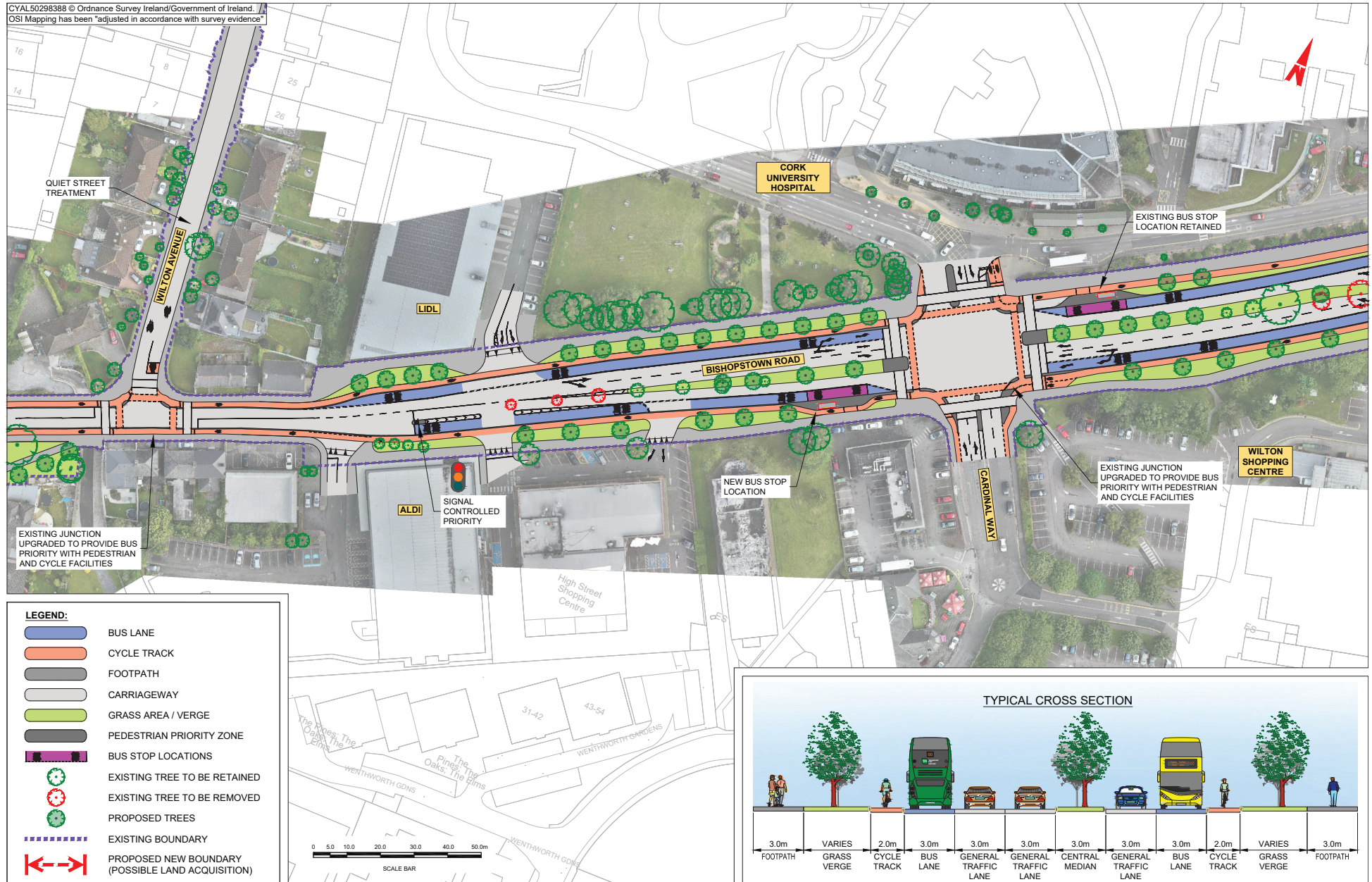


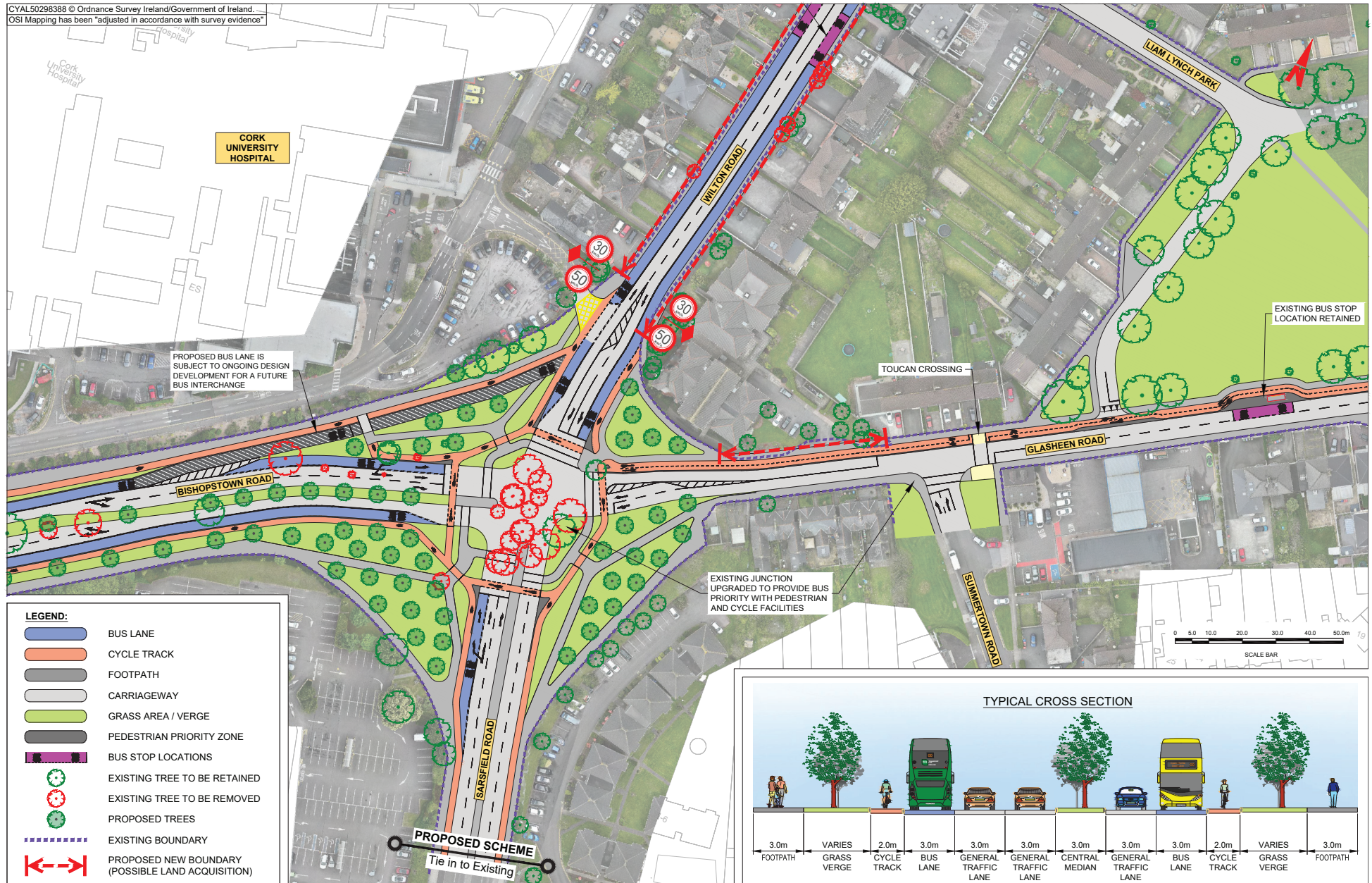


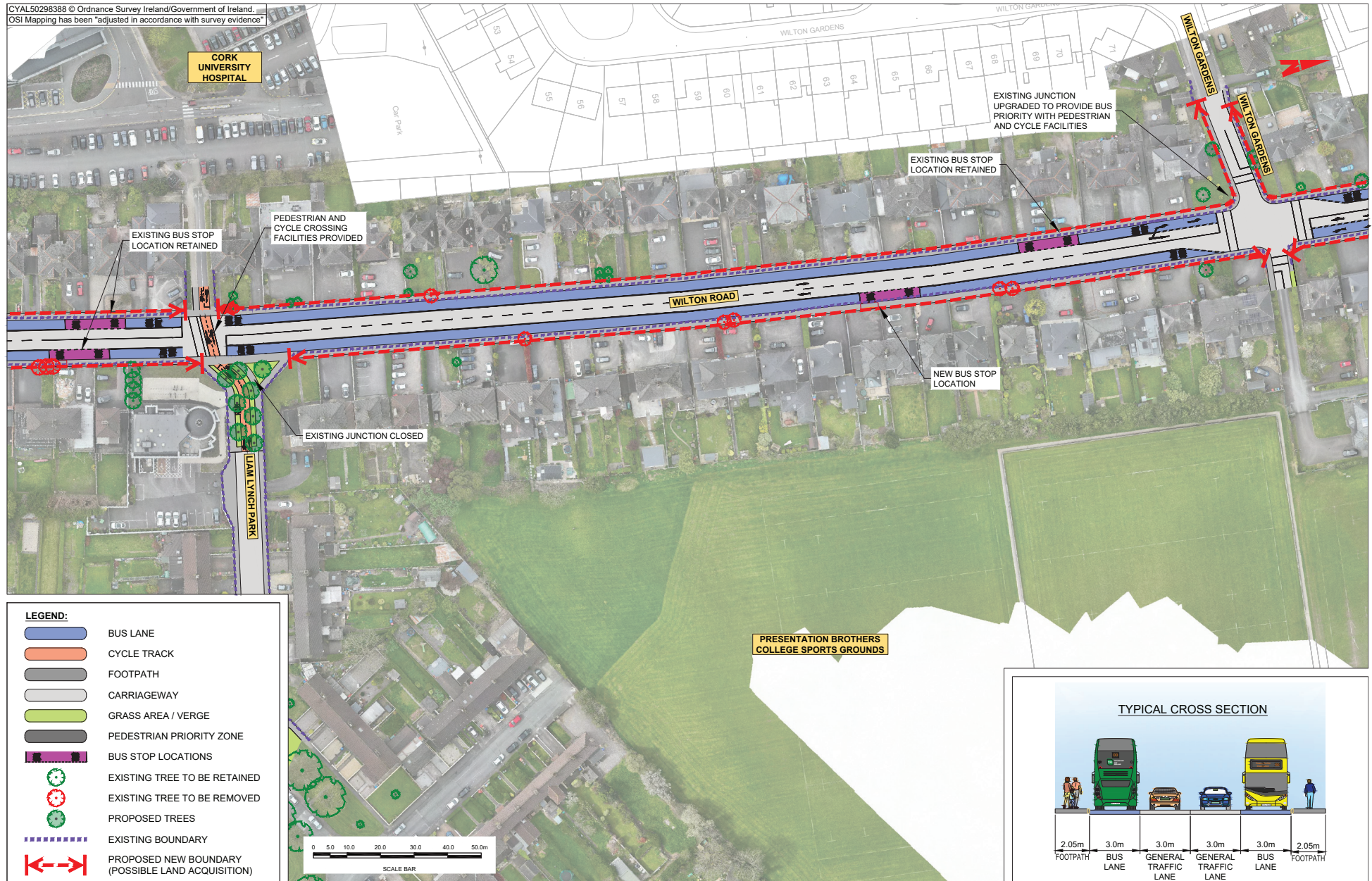


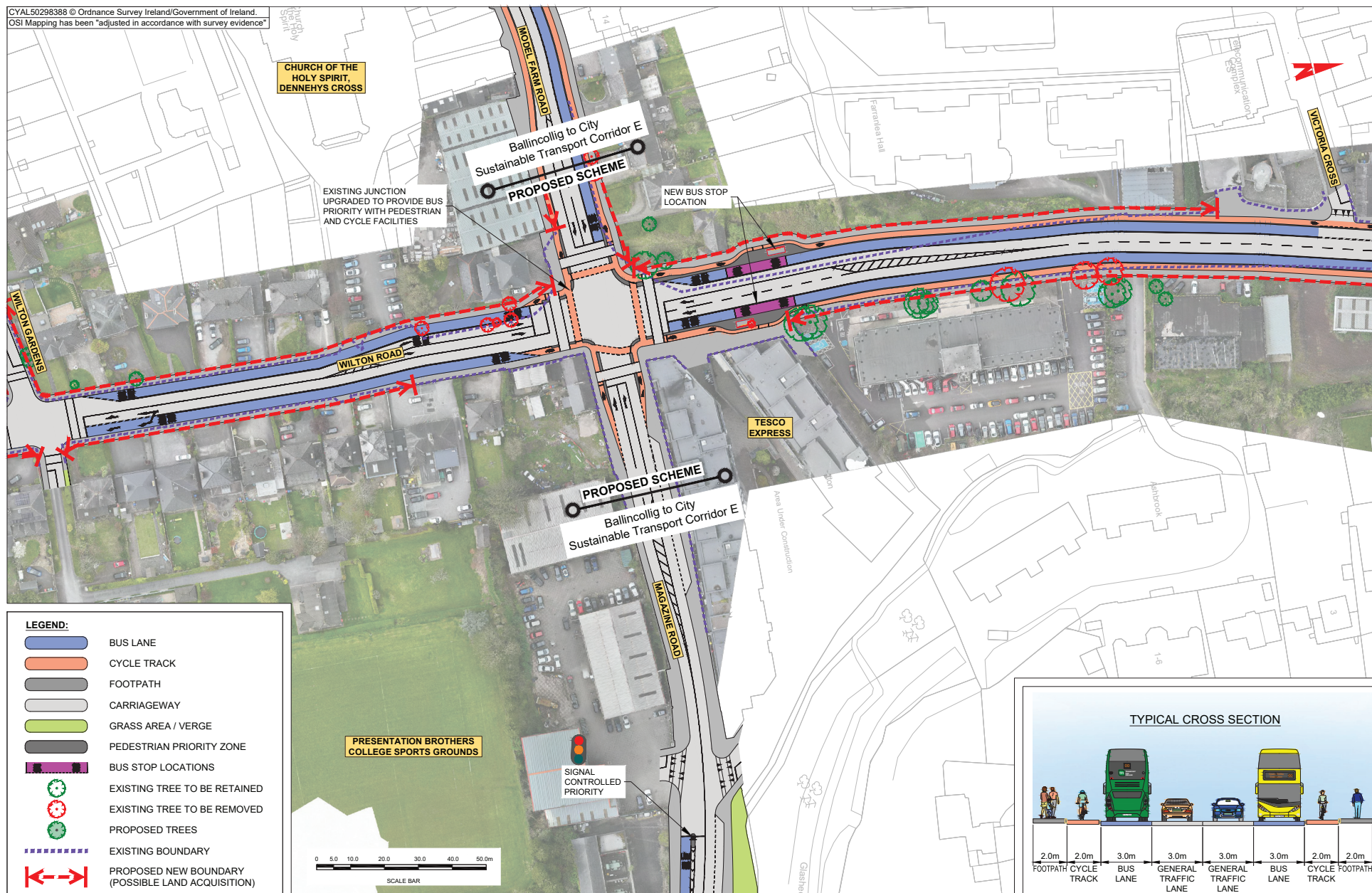




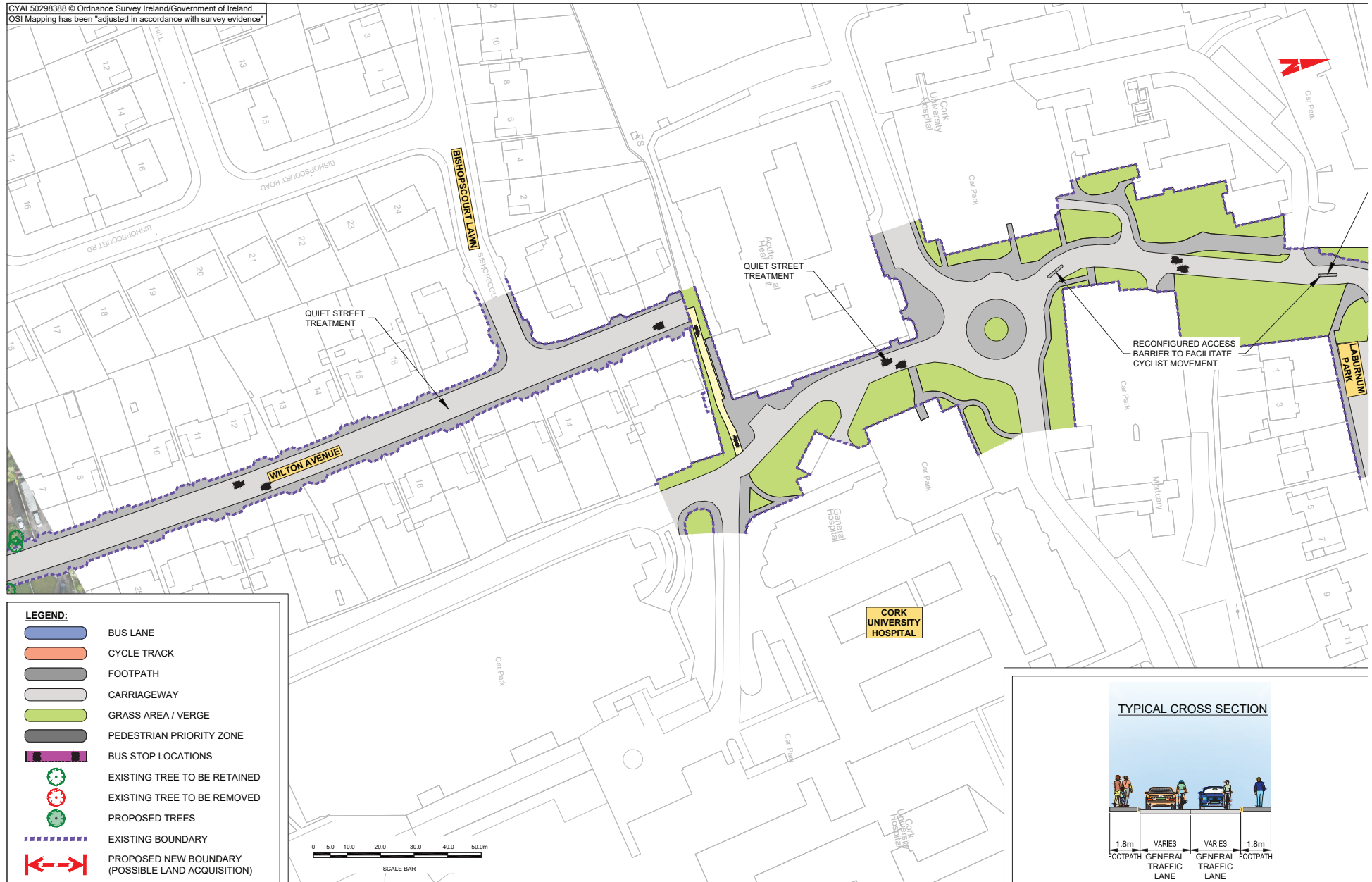




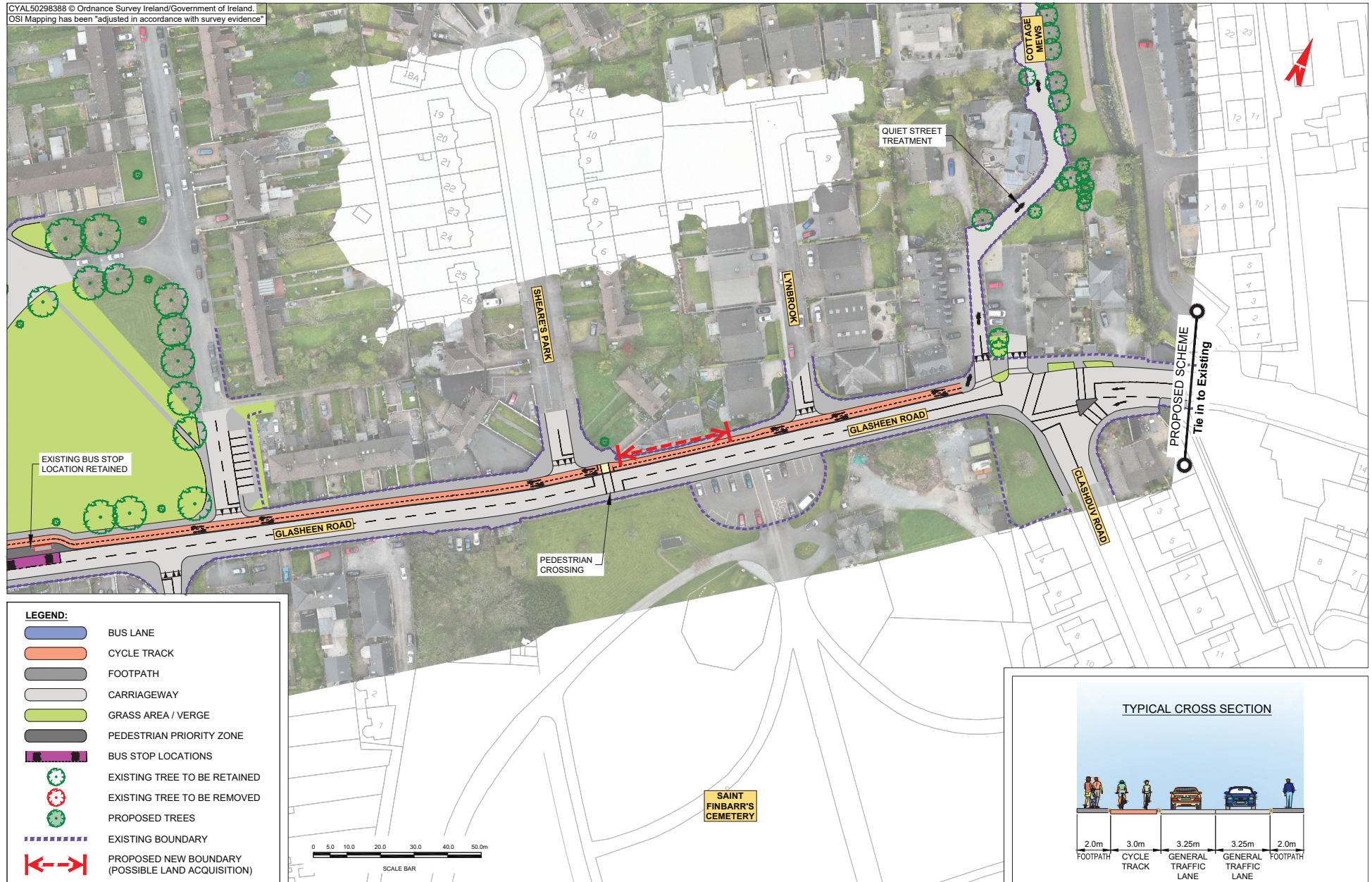




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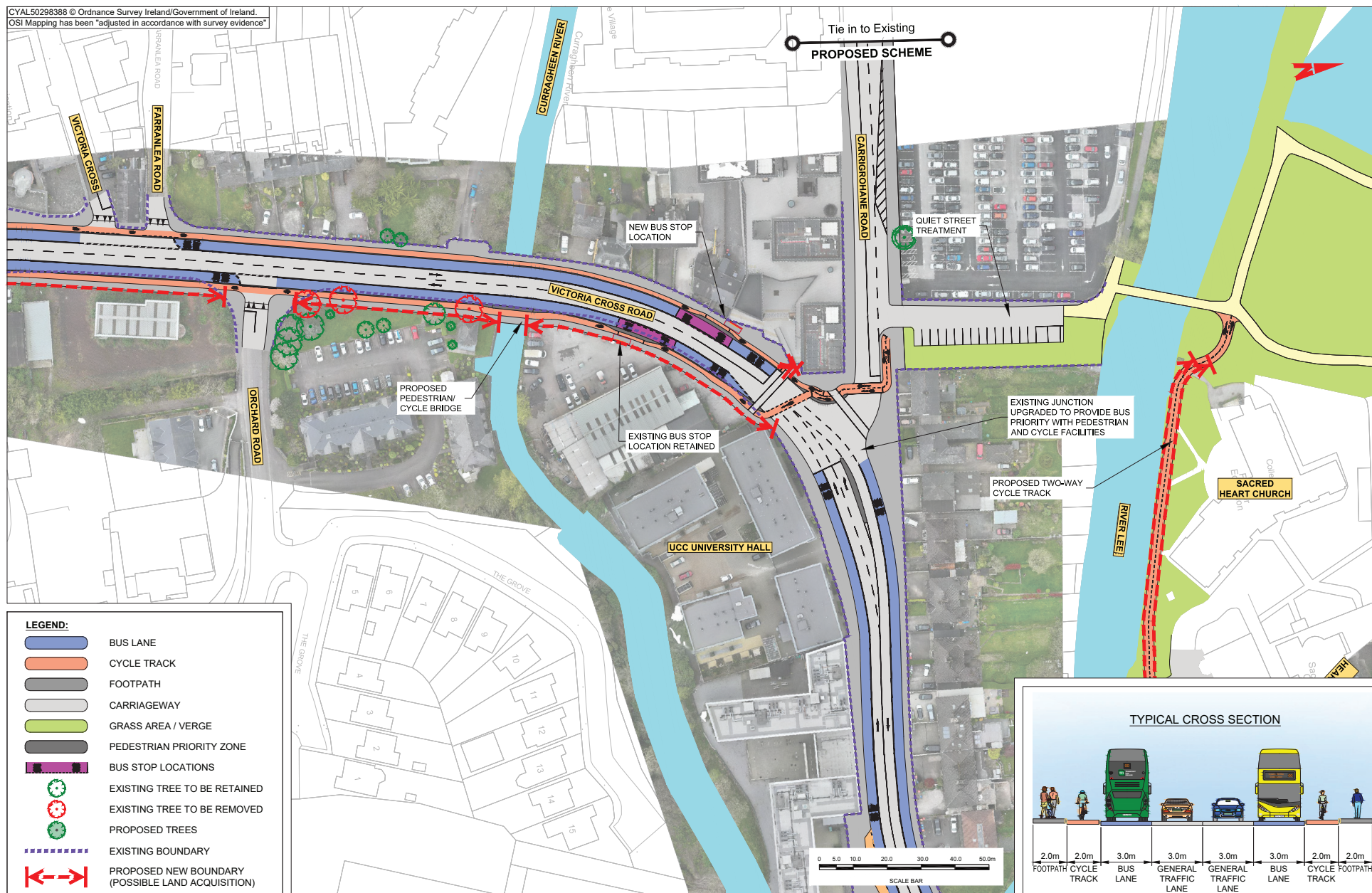


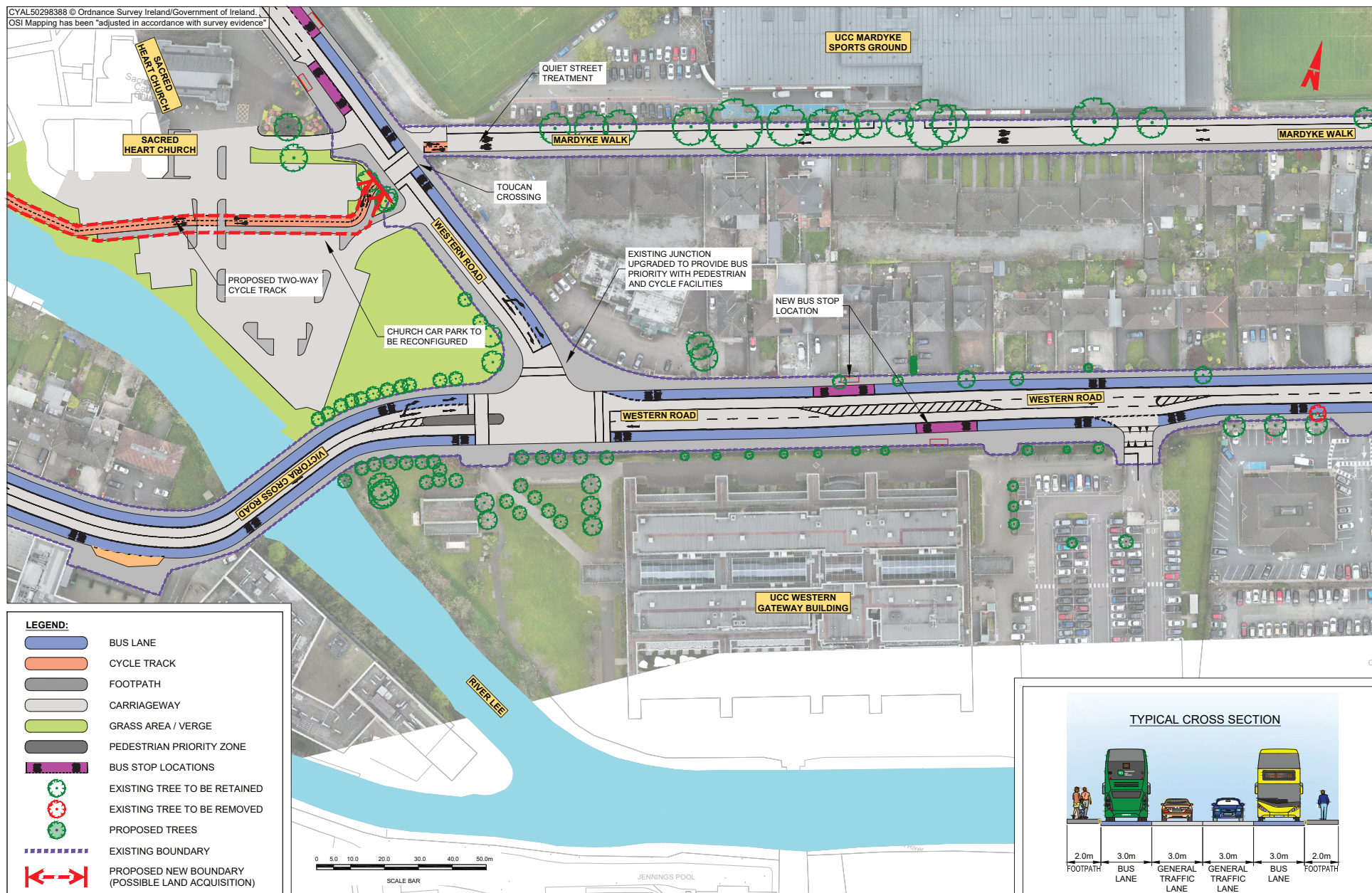
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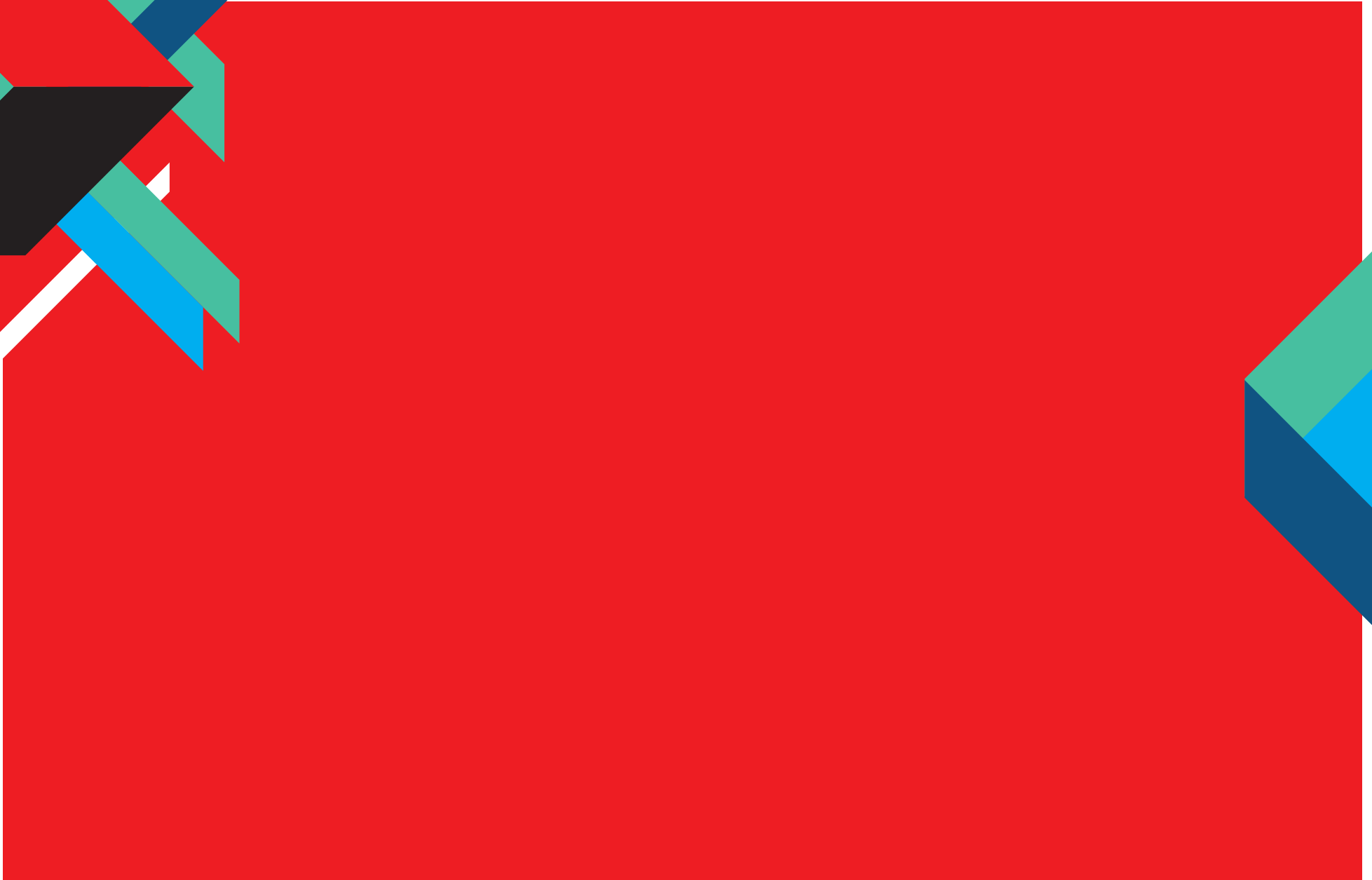


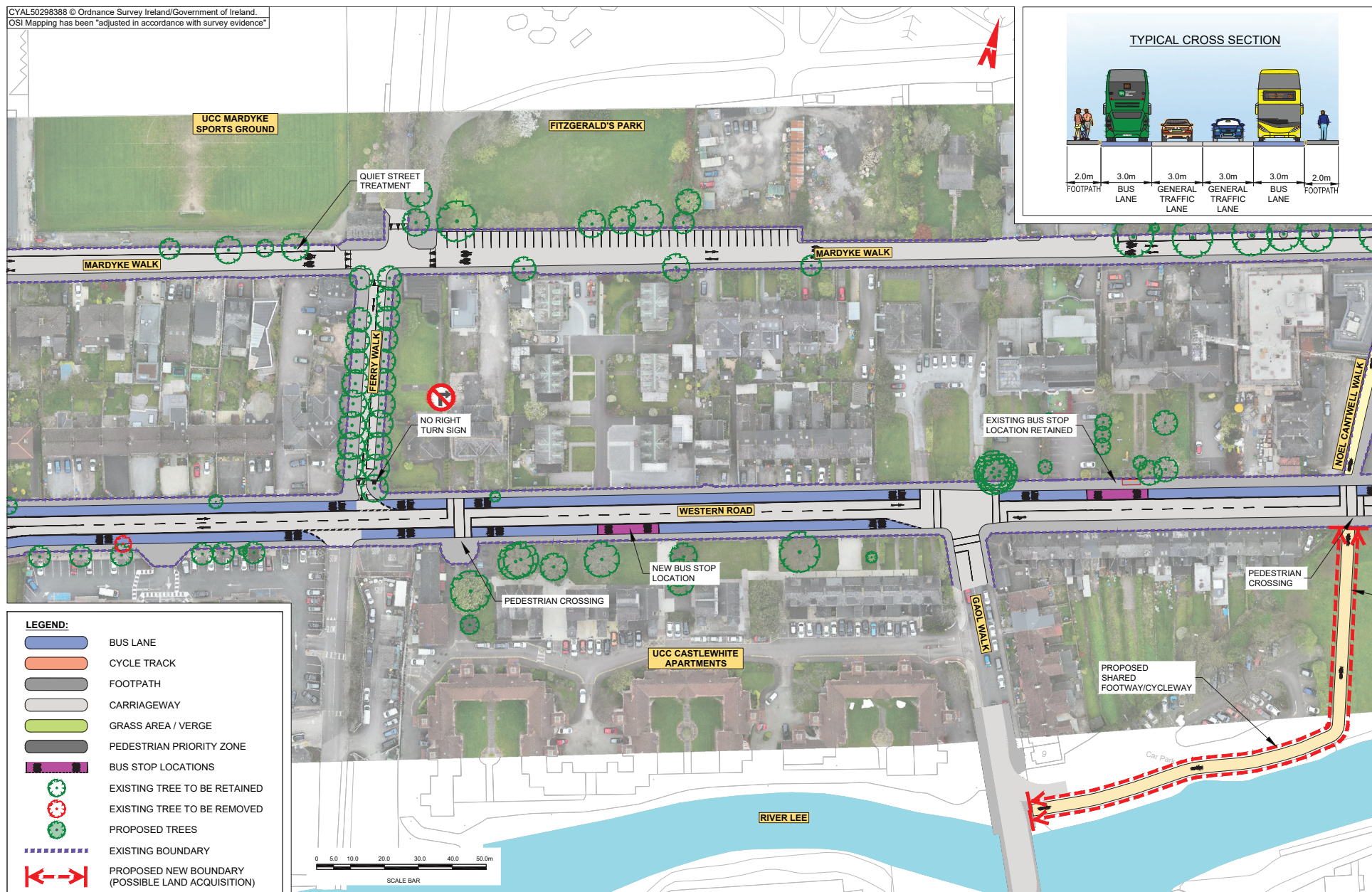
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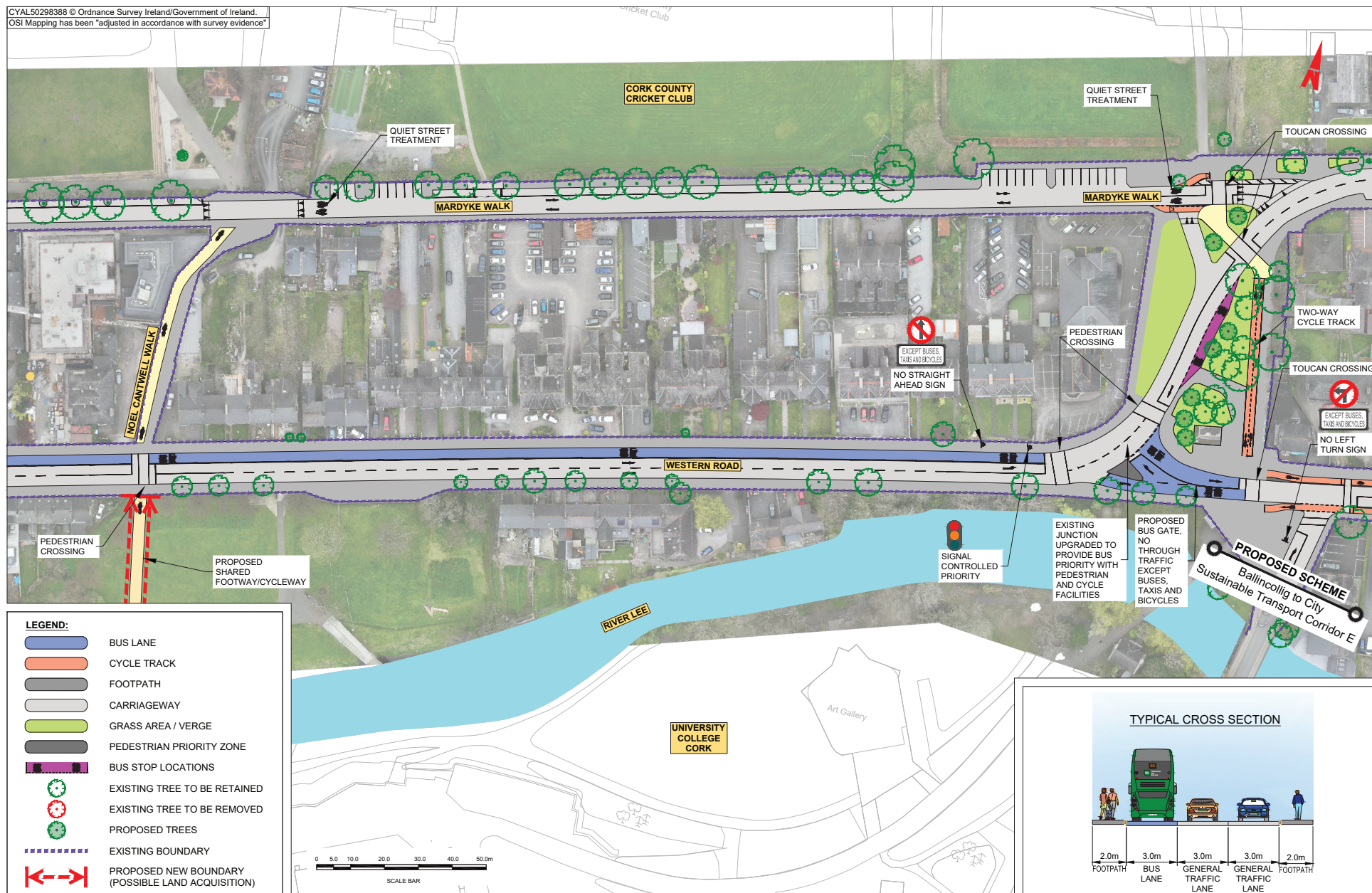


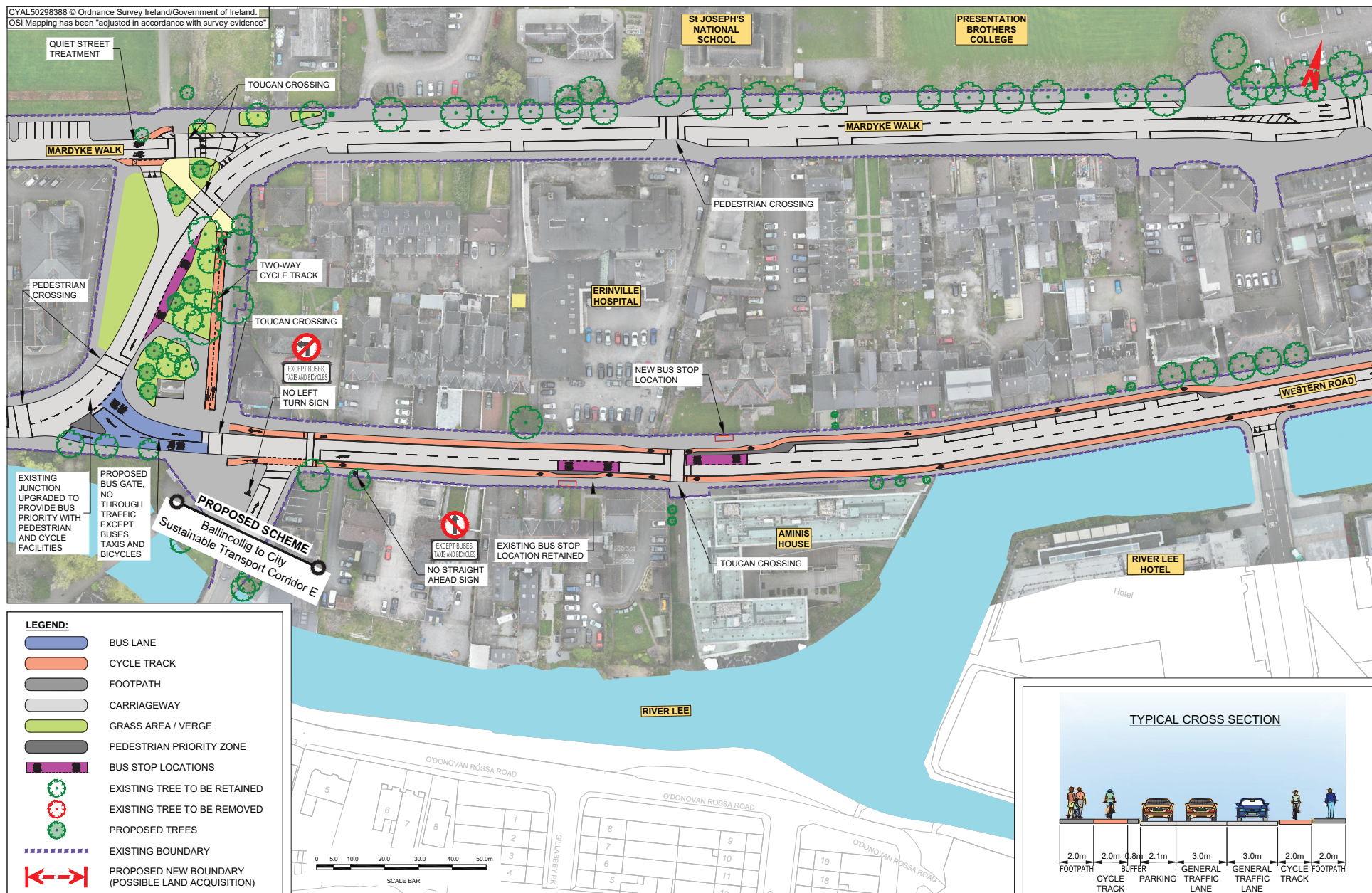


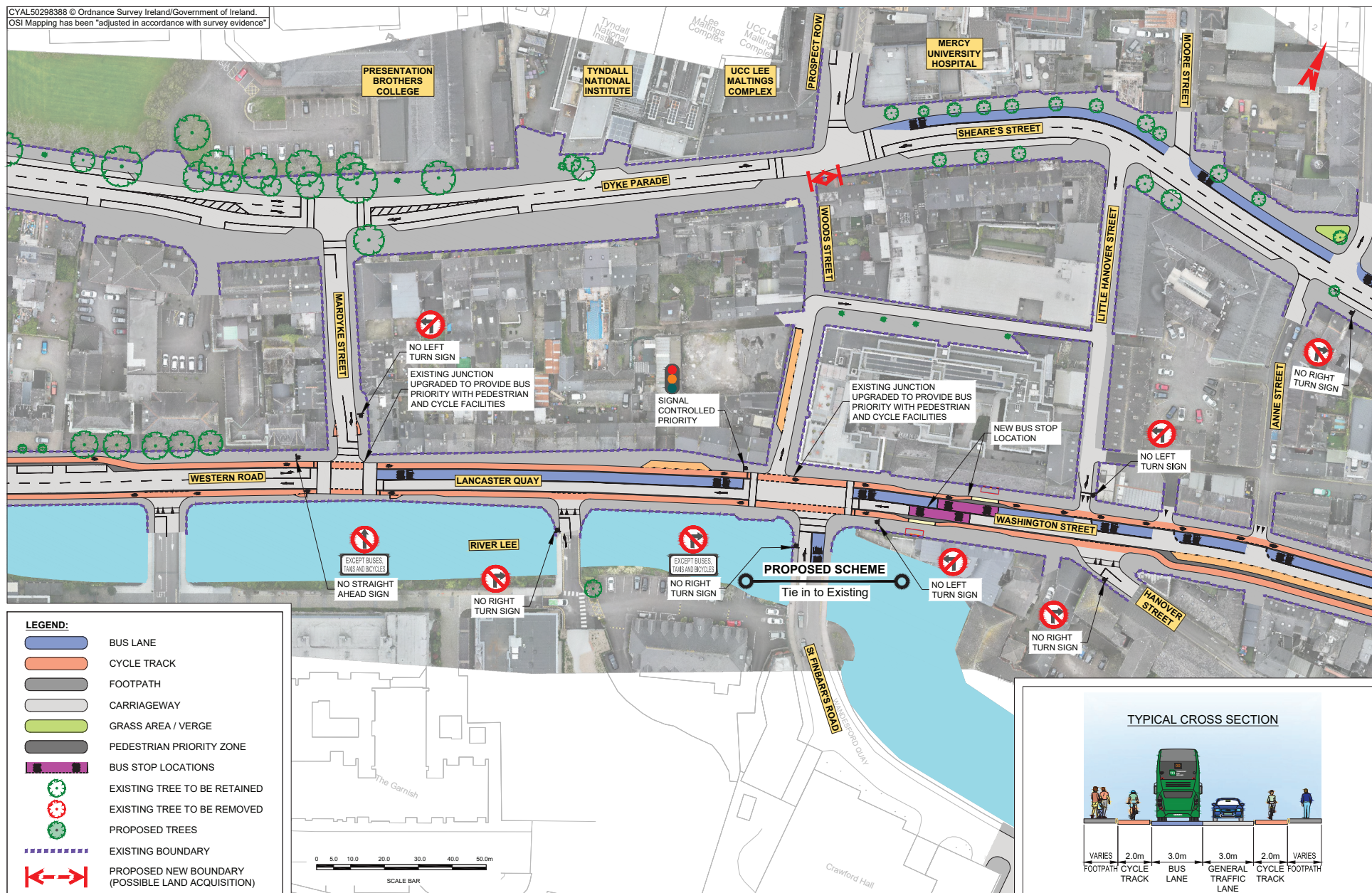


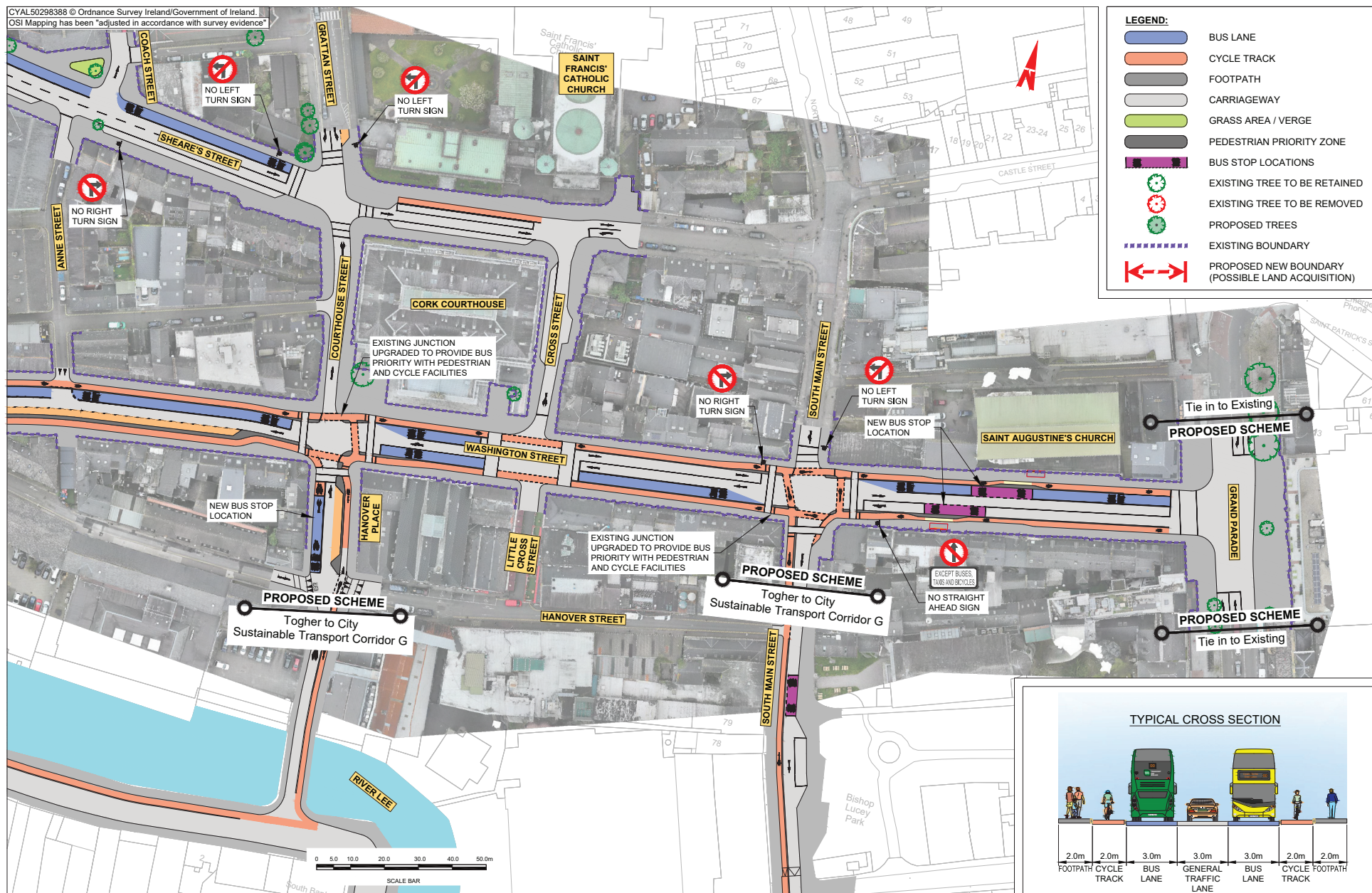


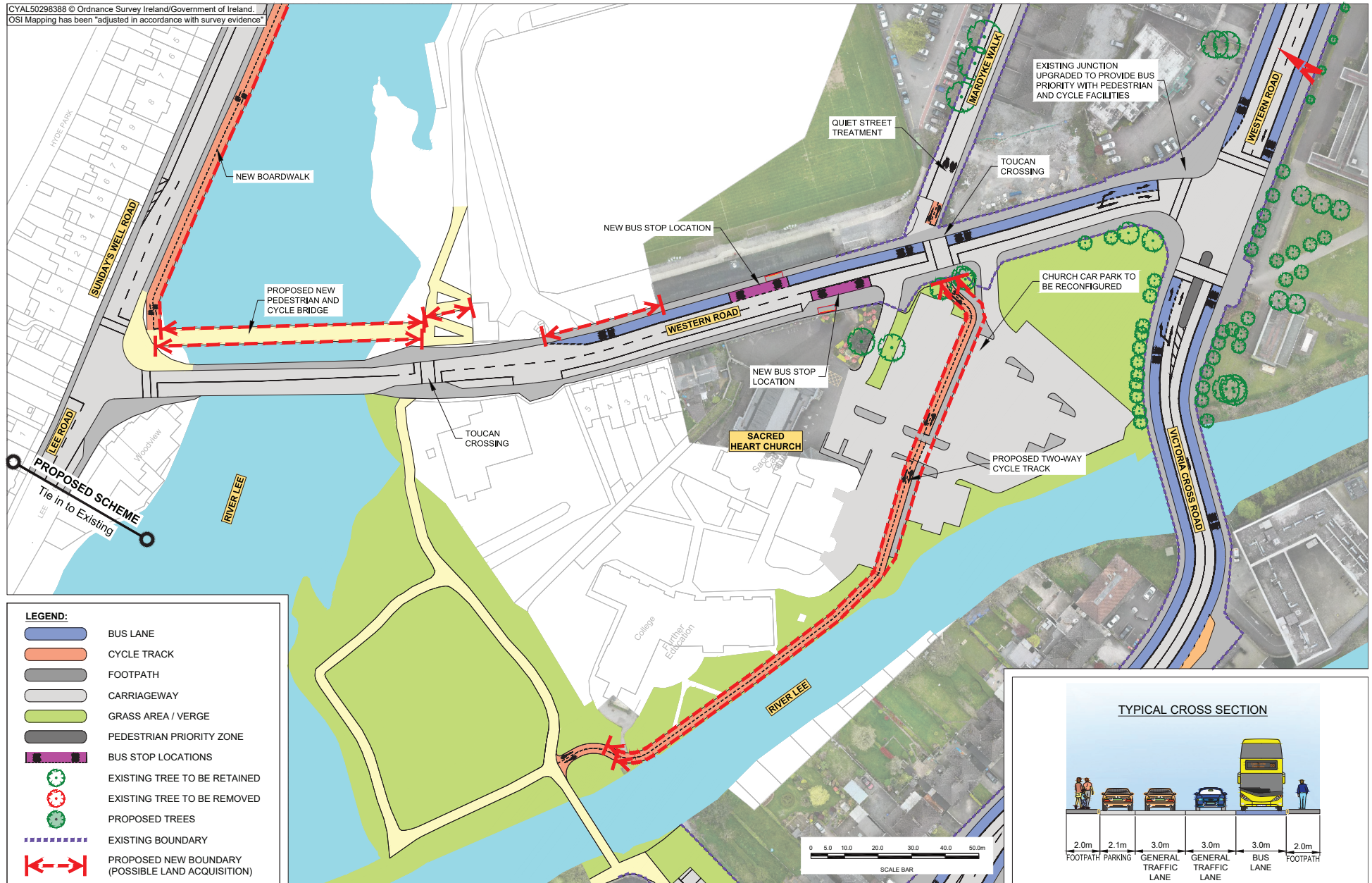




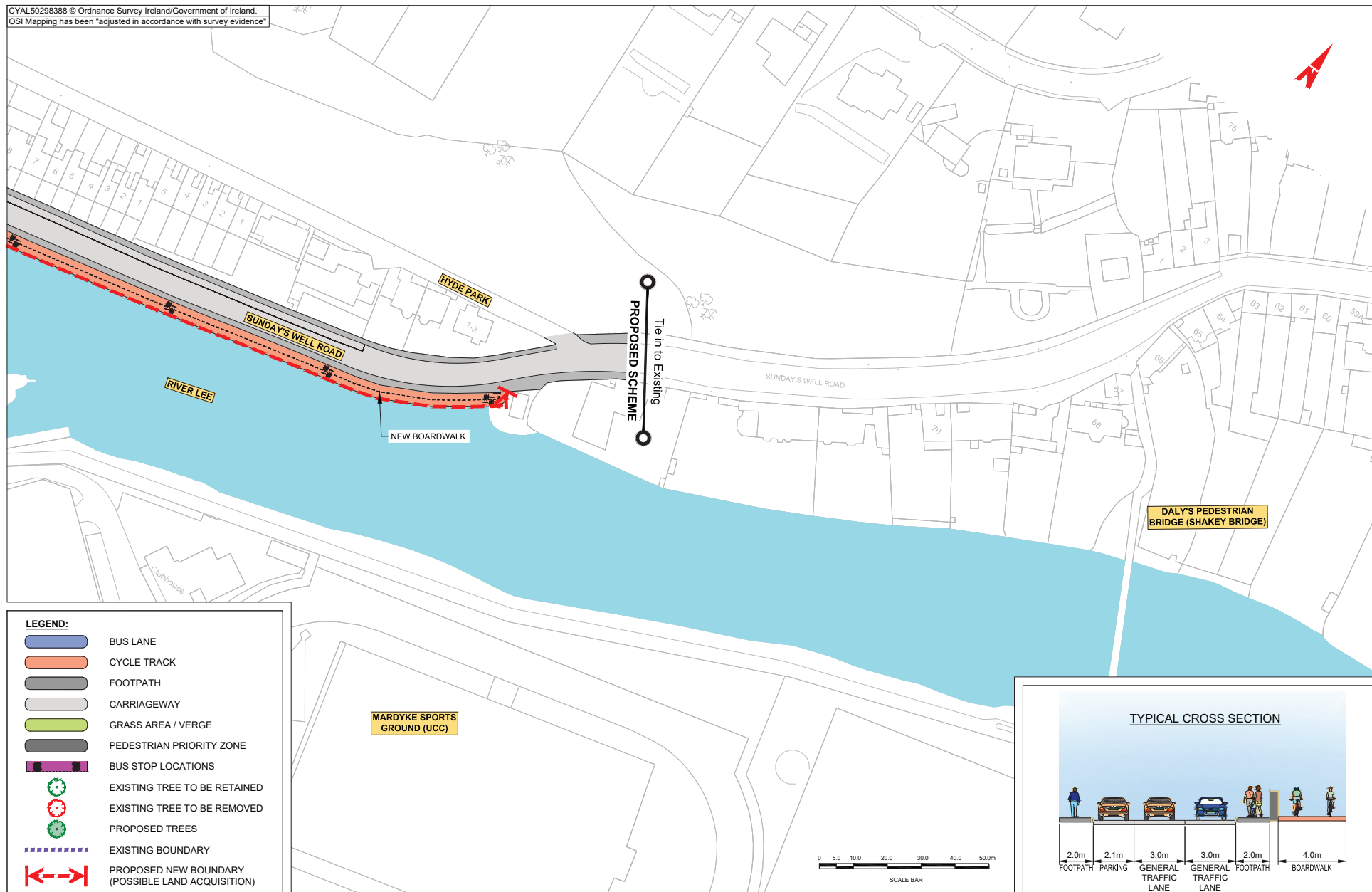








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Údarás Náisiúnta Iompair
National Transport Authority

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

NTA - Cork Office
Suite 427
1 Horgan's Quay, Waterfront Square,
Cork
T23 PPT8



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireat
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