



Ballincollig to City Sustainable Transport Corridor

Public Consultation March 2023

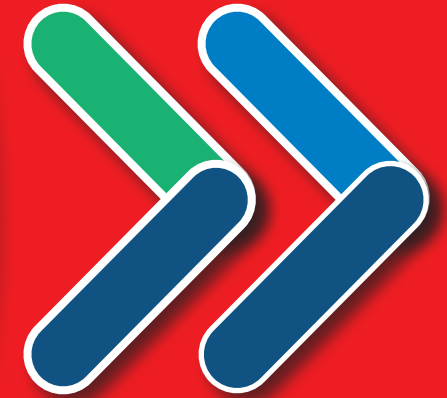


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**BUS
CONNECTS
CORK**

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.

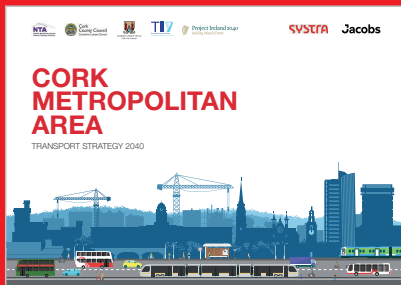
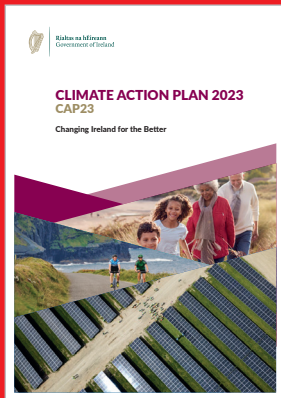
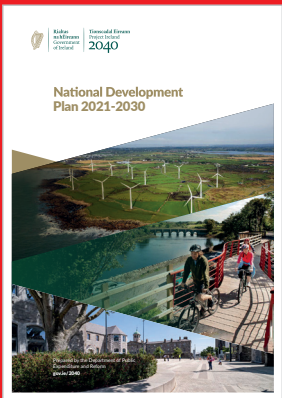
The original brochures detailing each Emerging Preferred Routes, published last year, remain available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning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

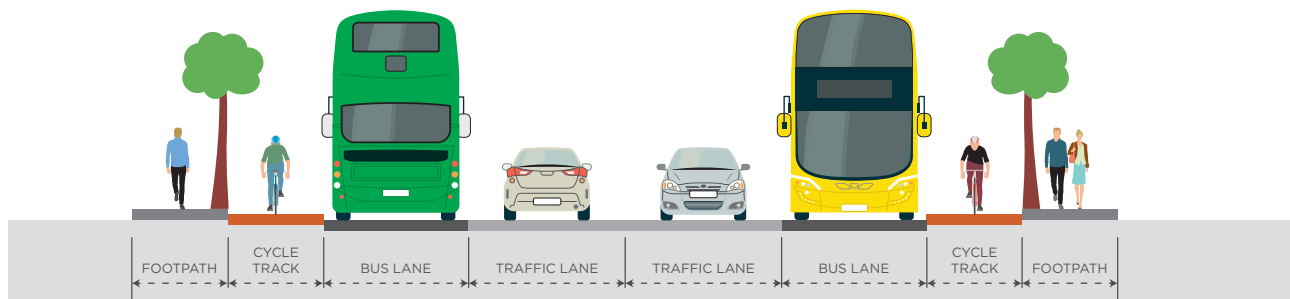
4. Preferred Route Option:

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

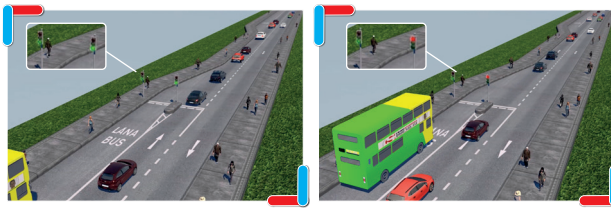
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road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

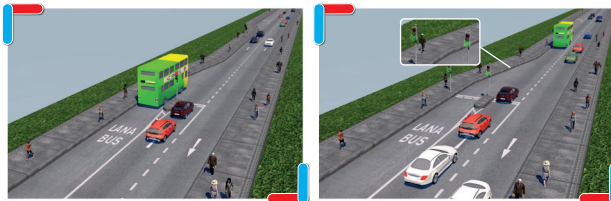
6. Signal Controlled Priority:

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

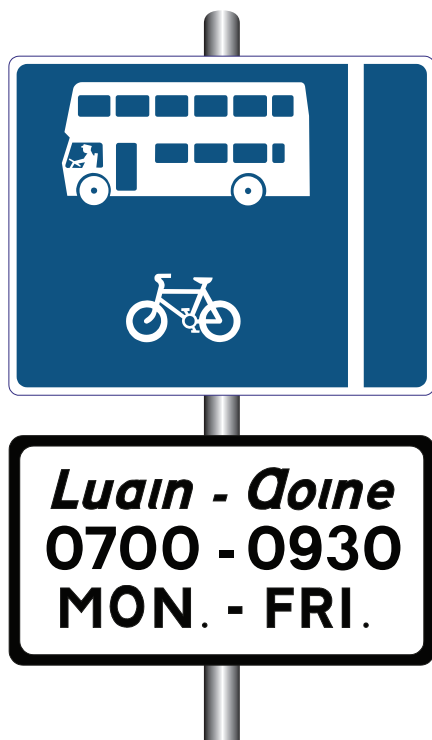
the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street treatment would involve appropriate advisory signage for both general road users and cyclists.

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.

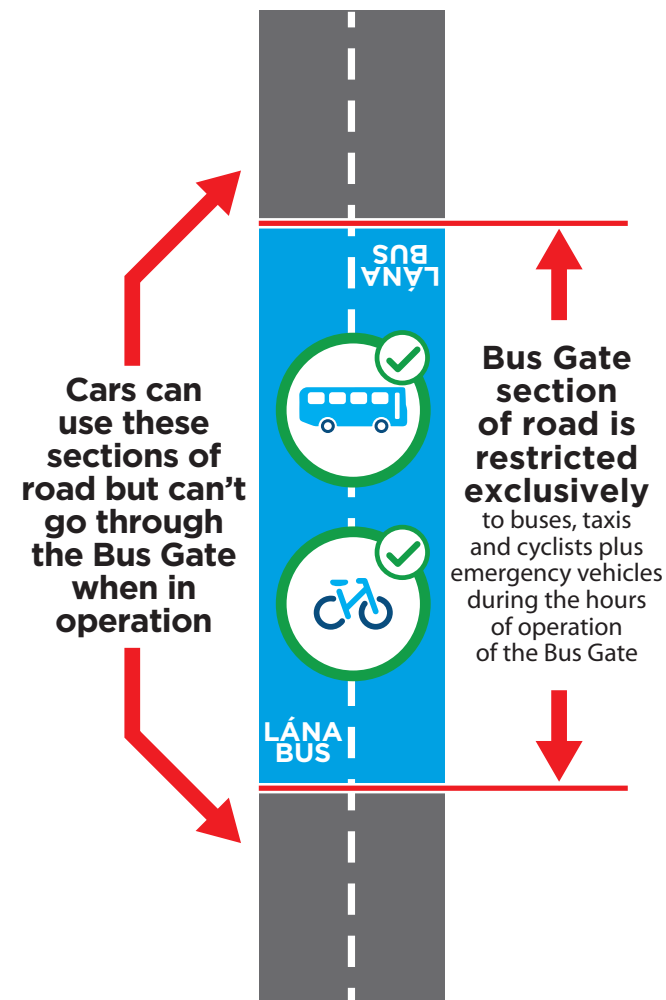
As part of the BusConnects Cork project, one and two-way Bus Gates are currently being considered at various locations along the proposed Sustainable Transport Corridors.

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.

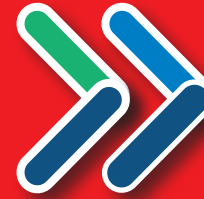
What happens if I am driving towards a Bus Gate during the hours of operation?

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.



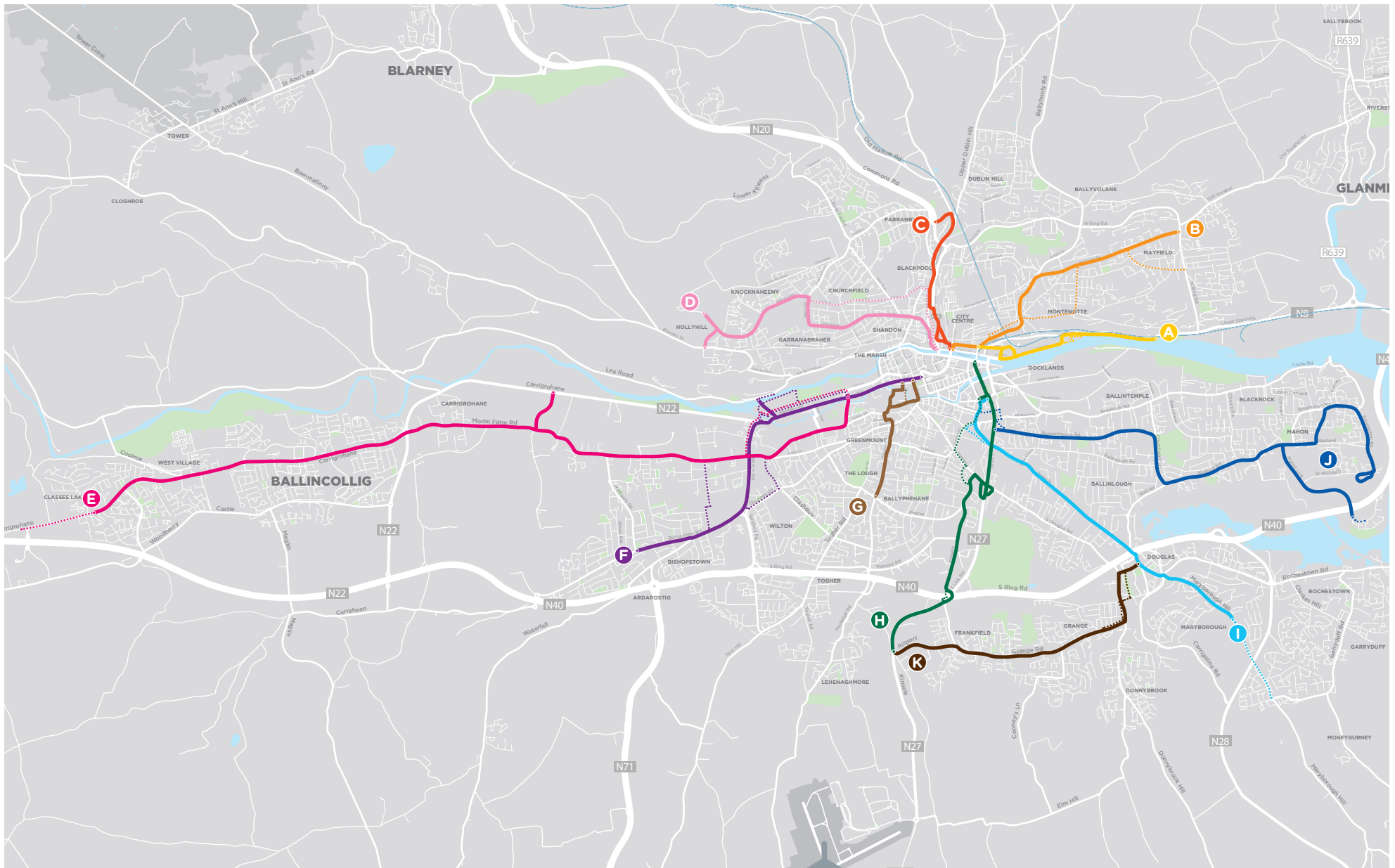
1.6 Sustainable Transport Corridors

- 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 Ballincollig to City Overview

The Ballincollig to City Sustainable Transport Corridor (STC E) commences to the north of the N22 Ovens Junction, southwest of Ballincollig. The corridor proceeds on the Old Macroom Road (R608) towards Main Street, Ballincollig. From Main Street, the corridor remains on the R608 and travels on towards Model Farm Road, passing through the Poulavone Roundabout. The corridor then continues on Model Farm Road until the junction at Dennehy's Cross.

From Dennehy's Cross the routes for buses and cyclists diverge, with buses routed east to Magazine Road and College Road before turning onto Donovan's Road. Cyclists will route north on the proposed cycle infrastructure in Sustainable Transport Corridor F (Bishopstown to City), along Victoria Cross Road and on to Western Road, diverting to Mardyke Walk before re-joining the

bus route at the junction of Donovan's Road/Western Road (at the Bandfield).

STC E ends for buses and cyclists at the Bandfield and between here and the city centre STC E merges with the proposed bus and cycle proposals in Sustainable Transport Corridor F (Bishopstown to City), continuing to Lancaster Quay and Washington Street as far as the junction with Grand Parade.

Dedicated cycle facilities are provided along the majority of the corridor, with a short section of quiet street proposed along Mardyke Walk. Priority for buses is provided along the majority of the corridor using a combination of dedicated bus lanes and local traffic management measures in more constrained locations to help ensure reliable bus journey times.

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 West of Ballincollig to Model Farm Road/Poulavone

The corridor commences on the north side of the N22 Ovens Junction, on the Old Macroom Road (R608). New and upgraded footpaths and cycle tracks are proposed between the start of the corridor and Lisheen Woods. A new shared pedestrian/cycle crossing is proposed just north of the N22 Ovens Junction while a new pedestrian link is proposed along with an associated pedestrian crossing linking Coolroe Heights and Westgrove.

Dedicated cycle infrastructure is proposed in both directions along the full extent of this section, continuing through Main Street in Ballincollig and on to the junction with Model Farm Road at the Poulavone Roundabout, which is also to be upgraded to a fully signalised junction.

An inbound (towards Cork City) bus lane is proposed between Ballincollig Rugby Club and the junction of Main Street/Castle West car



park (with a small gap in the vicinity of the Oriel House Hotel and on approach to the Innishcarra Road junction which is a change from the EPR proposals). The EPR proposed an outbound bus lane between Old Fort Road (West) and Innishcarra Road with a small gap in the vicinity of the Oriel House Hotel. The proposals have been revised between just west of Old Fort Road and Innismore Court which has removed the requirement for land take from a number of private properties in this area. Signal controlled priority is proposed here and at other locations where bus lanes terminate and buses merge with general traffic.

Within Ballincollig Town Centre, the EPR proposed minimal physical bus priority as bus priority was to be provided through the provision of a new bus gate between Harrington Street and High Street, with buses and cyclists only permitted to pass through this section. However it is no longer proposed to introduce a bus gate and the number of on street car parking spaces has been increased to retain more existing spaces than previously proposed.

Within the town centre along Main Street,

there will also be opportunities to improve and enhance the existing public realm.

To the east of Ballincollig Town Centre an inbound bus lane (towards Cork City) was previously proposed between Old Fort Road (East) and Coláiste Choilm, with a signal controlled priority proposed where the bus lane merges with general traffic. The proposals for this section have been revised to reduce the length of bus lanes and extent of road widening required. As a consequence the impact on private properties has been reduced. The inbound bus lane recommences at Whitethorn Drive and continues to the junction at Poulavone. The proposals for this section also include the signalisation of the junction with Leo Murphy Road.

In the outbound direction (towards Ballincollig) a short section of bus lane is proposed between Poulavone and the east of Daffodil Fields, with signal controlled priority where the bus lane terminates. The proposals for this section have been revised to reduce the length of bus lane and extent of road widening required. As a consequence the impact on private properties

has been reduced. A similar arrangement is proposed between Rosewood and Leo Murphy Road. It is noted that the outbound bus lane was previously proposed to extend to Whitethorn Drive, however the proposals for this section have been revised to reduce the length of bus lanes and extent of road widening required. As a consequence the impact on private properties has been reduced.

It is also proposed to upgrade the Poulavone Roundabout to a fully signalised crossroad junction, with the local access to Bridgewater to be relocated north of the signalised junction on the Carrigrohane Road.

New and improved bus stops will be provided along this entire section of STC E with many existing 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
West of Ballincollig on Old Macroom Road	New and upgraded footpaths between the Classis Road and Lisheen Woods.
West of Ballincollig at the junctions with Lisheen Fields, Coolroe Meadows, West End and Old Fort Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
West of Ballincollig at Classis Road and Coolroe Heights/Westgrove and Westcliffe	New or relocated pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Ballincollig Main Street, Station Road Junction and Harrington Street Junction	Improved and enhanced street spaces and landscaping. Upgraded signalised junctions at Station Road and Harrington Street with pedestrian and cycle friendly design.
East of Ballincollig at Leo Murphy Road/ Main Street/Leesdale Avenue Junction	New signalised junction with pedestrian and cycle friendly design.
East of Ballincollig at Whitethorn Drive and Rosewood	New or relocated pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
East of Ballincollig at Poulavone Roundabout	Conversion of Poulavone Roundabout to a signalised crossroad junction with pedestrian and cycle friendly design (and with Bridgewater access arm relocated).

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

➤ Lands on both sides of the Old Macroom Road (R608) between Coolroe Meadows and Old Fort Road; and

➤ Lands on both sides of the Old Macroom Road (R608) between Harrington Street and Model Farm Road.

2.2.2 Model Farm Road, Poulavone to Dennehy's Cross

This section of STC E commences at the western end of Model Farm Road (at the junction with the N22 Carrigrohane Road at the Poulavone Roundabout), travelling along the entire length of Model Farm Road and intersecting with Wilton Road at the junction at Dennehy's Cross.

It is proposed to provide dedicated cycle infrastructure in both directions along the entire length of this section of the corridor.

Dedicated bus lanes were proposed in both directions between Carrigrohane Road and Inchigaggin Lane as part of the EPR with some small gaps in provision where particular constraints exist; at these locations, signal controlled priority would have been implemented. However, the proposals along this section have been revised and the extent of road widening has been reduced. An inbound and outbound bus gate is proposed in lieu of physical infrastructure with bus priority secured by restricting non-essential through-traffic on Model Farm Road. The inbound bus gate, which would operate

during the morning peak period only, would be located just east of Scotch Lane. Through traffic travelling towards the city centre would be directed to divert to the N22 at the Poulavone junction. The outbound bus gate, which would operate during the evening peak period only, would be located just west of a new junction created with a new link road connecting Model Farm Road and the N22. The new link road would accommodate traffic diverting from Model Farm Road to the N22 due to the bus gate.

The delivery of the proposed sustainable transport infrastructure will require the realignment of a section of Model Farm Road in the vicinity of the junction with Inchigaggin Lane, including the replacement of Carrigrohane Bridge. It is also proposed to signalise the junctions at Model Farm Road/Inchigaggin Lane and Model Farm Road/Church Hill.

An inbound bus lane is proposed between Inchigaggin Lane and Rossa Avenue while in the outbound direction a dedicated bus lane is also provided but with a small gap in the level of provision opposite Edenhall, with signal controlled priority provided.

Along Model Farm Road, between Rossa Avenue and Dennehy's Cross the proposal includes some dedicated bus lanes in both directions and some signal controlled priority. However the proposals for this section have been revised to reduce the length of bus lanes and extent of road widening required. As a consequence the impact on some private properties has been reduced.

As with other sections of the STC E, new and improved bus stops will be provided 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.

Improved pedestrian facilities are proposed at locations/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
Model Farm Road (west)	New and improved footpaths along Model Farm Road (west), between Inchigaggin Lane and Poulavone.
Model Farm Road (west), at Carraig Túr and east of Carraganarra Road	New pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Model Farm Road (west) junctions with Church Hill and Inchigaggin Lane	New signalised junctions with pedestrian and cycle friendly design.
Model Farm Road (west)	New pedestrian crossings serving the existing Curraheen Greenway to the north of Eden Hall and Rossbrook, to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Model Farm Road junctions with Rossa Avenue and Irish Development Agency/ Kenley	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design. New pedestrian connection to Model Farm Road from eastern side of Irish Development Agency (IDA) lands.
Model Farm Road junctions with Farranlea Road/Bishopstown Avenue	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
Model Farm Road (east) at Bishopstown Park, Cherry Grove	New pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Model Farm Road (east) at junction with Wilton Road//Victoria Cross Road/ Magazine Road (Dennehy's Cross)	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 would be required at the following approximate locations:

- Lands on both sides of Model Farm Road
- Agricultural lands between the Model Farm Road and Carrigrohane Road;
- Lands on both sides of Model Farm Road
- between Poulavone Roundabout and Inchigaggin Lane;
- Lands on both sides of Model Farm Road between Melbourn Road and Dennehy's Cross.
- between Inchigaggin Lane and Rossa Avenue; and

2.2.3 Dennehy's Cross to Western Road (Bandfield)

From Dennehy's Cross, along this section of STC E the routes for buses and cyclists diverge. It is proposed that buses will travel along Magazine Road, College Road and Donovan's Road to connect with Western Road. Cyclists will travel along Victoria Cross Road, Western Road and Mardyke Walk, using the cycling infrastructure proposed for Sustainable Transport Corridor F (Bishopstown to City) before joining with the buses at the junction of Western Road/Donovan's Road (at the Bandfield).

It is proposed to provide a short section of outbound bus lane on Magazine Road between College Road and Dennehy's Cross. On College Road it is proposed to provide a bus gate (i.e., a section of roadway where only buses and cyclists are permitted to pass through) which will manage the flow of through-traffic along College Road and provide better journey time reliability for buses whilst maintaining local access to properties along College Road. The location

of the bus gate has been moved slightly compared to the EPR and it is now located to the east of College View.

In addition to the proposed cycle infrastructure proposed as part of STC F, cyclists wishing to continue along College Road towards UCC and other trip attractors will share with buses in a low-speed and traffic-calmed environment.

Localised widening of existing footpaths and installation of new footpaths along the western section of College Road is also proposed, along with the conversion of the roundabout at the junction with Magazine Road to a signalised junction. On Donovan's Road it is no longer proposed to construct a new pedestrian bridge adjacent to Donovan's Bridge within the grounds of University College Cork. In lieu of this it is proposed to restrict vehicular movement across the bridge to one-way at a time with northbound traffic giving way to southbound traffic across the bridge. This allows footpaths to be widened to enhance pedestrian facilities across the bridge.

As with other sections of the corridor, new and improved bus stops will be provided 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.

Improved pedestrian facilities will be provided at locations/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
Magazine Road/College Road junction	New signalised junctions with pedestrian and cycle friendly design.
College Road (west)	New and improved footpaths on College Road
College Road/Gaol Walk junction	Improvements to the existing signalised junction.
Donovan's Road	Widened footpaths across Donovan's Bridge

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 College Road between Magazine Road and St. Francis Avenue;
- Lands on the south side of Magazine Road at the junction with College Road;
- Lands on the northside of College Road between St. Francis Avenue and Brookfield Mews; and
- Lands on both sides of College Road between Brookfield Mews and Donovan's Road.

2.3 Key changes from the Published EPR

- R608 (Old Macroom Road) on approach to Innishcarra 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 and roadside trees have been reduced.
- R608 between just west of Old Fort Road and Innismore Court: Increased use of signal controlled priority has removed the need for sections of dedicated bus lanes and road widening. As a consequence the impacts on private properties and roadside trees have been reduced.
- Ballincollig Town Centre: The bus gate previously proposed is no longer part of the scheme and the number of on street car parking spaces has been increased to retain more existing spaces than previously proposed.
- Between Old Fort Road (East) and Coláiste Choilm: Proposals for this section have been revised to reduce the length of bus lanes and extent of road widening required. As a consequence the impact on some private properties has been reduced.
- Between Poulavone and the east of Daffodil Fields: Increased use of signal controlled priority has removed the need for sections of dedicated bus lanes and road widening. As a consequence the impacts on private properties and roadside trees have been reduced.
- Between Rosewood and Leo Murphy Road: It is noted that the outbound bus lane was previously proposed to extend to Whitethorn Drive but has been shortened. As a consequence the impacts on private properties have been reduced.
- Dedicated bus lanes are no longer proposed along Model Farm Road between Carrigrohane Road and Inchigaggin Lane. An inbound and outbound bus gate is proposed in lieu of physical infrastructure with bus priority secured by restricting non-essential through-traffic on Model Farm Road. The inbound bus gate would operate during the morning peak period only, while the outbound bus gate would operate during the evening peak period only.
- A new link road connecting Model Farm Road and the N22 Carrigrohane Road is proposed to facilitate traffic diverting from the bus gate on Model Farm Road.
- Along Model Farm Road, between Rossa Avenue and Dennehy's Cross: Proposals for this section have been revised to reduce the length of bus lanes and extent of road widening required. As a consequence the impact on some private properties has been reduced.
- The location of the bus gate on College Road has been moved slightly compared to the EPR and it is now located to the east of College View.
- On Donovan's Road it is no longer proposed to construct a new pedestrian bridge adjacent to Donovan's Bridge within the grounds of University College Cork. In lieu of this it is proposed to restrict vehicular movement across the bridge to one-way at a time with northbound traffic giving way to southbound traffic across the bridge. This allows footpaths to be widened to enhance pedestrian facilities across the bridge

2.4 Key Facts

Approximate number of properties that may be impacted:	216
Approximate number of on-street parking spaces that may be removed:	20
Approximate number of roadside trees that may be removed:	297
Approximate route length:	11km
Approximate cycle route length: <i>Inbound - 12km</i> <i>Outbound - 12km</i>	24km

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

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 Pleanála Applications

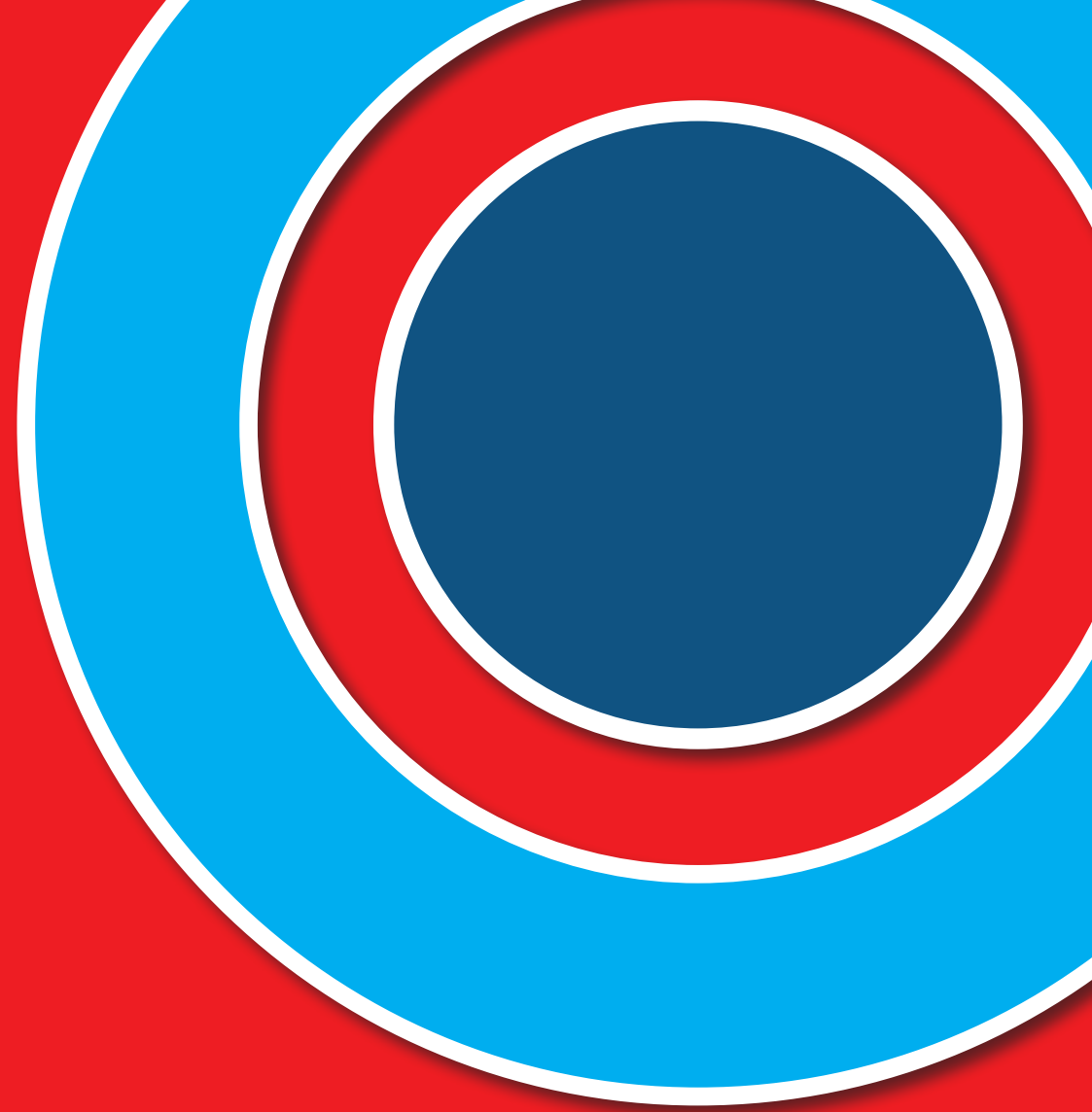
- Submission of Applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPO
- Statutory Consultation in accordance with the legislative requirements
- An Bord Pleanála deliberations including an Oral Hearing where required
- An Bord Pleanála may:
 1. Approve the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



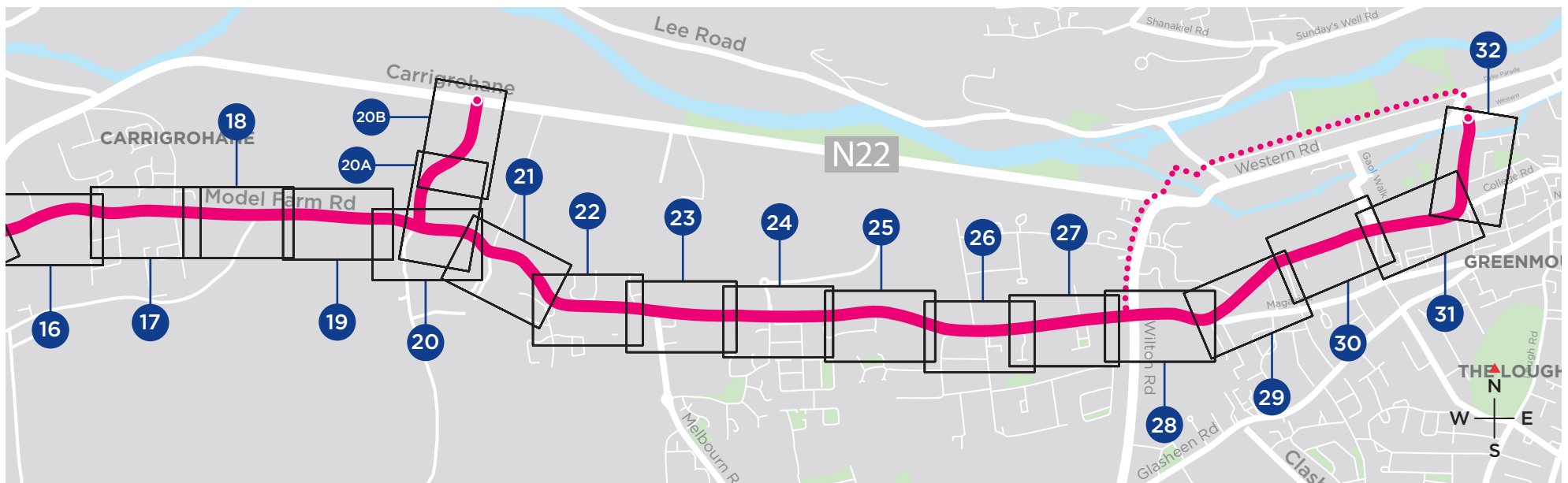
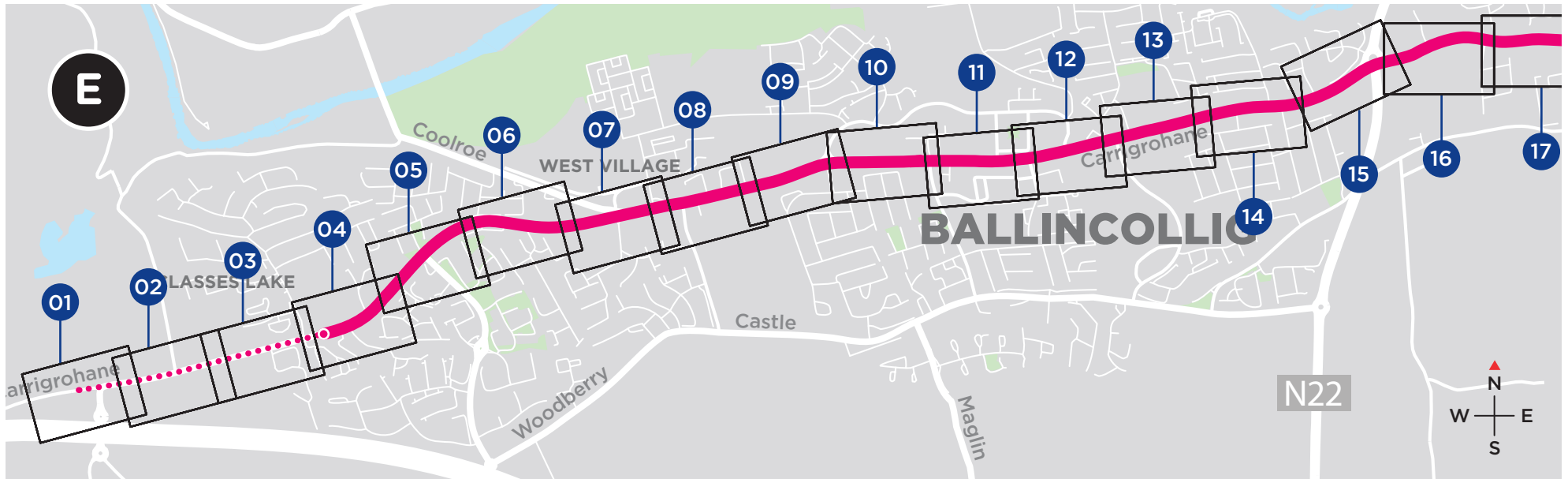
Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete



4. Appendices

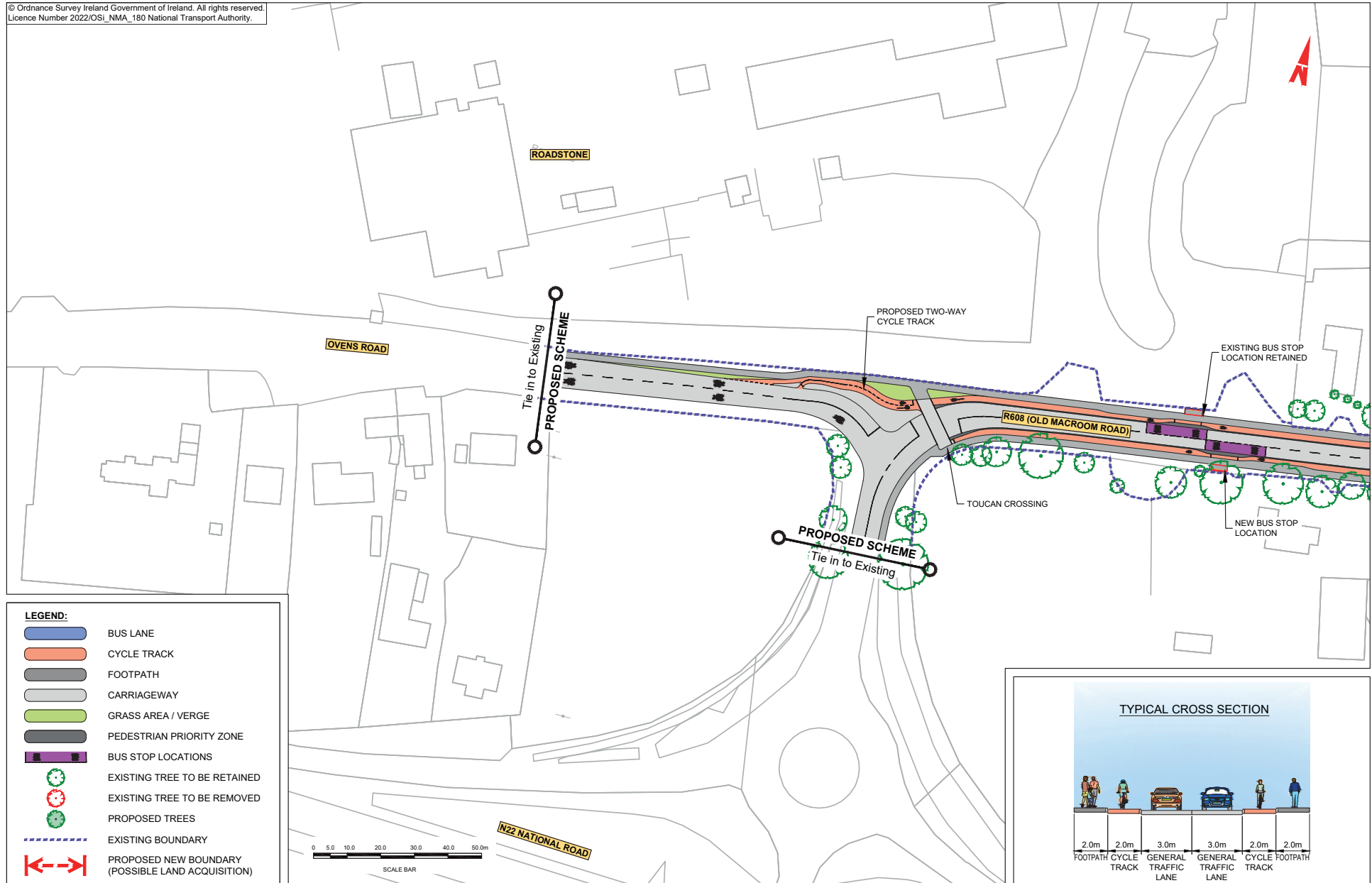
4.1 Index maps

4.2 Route maps

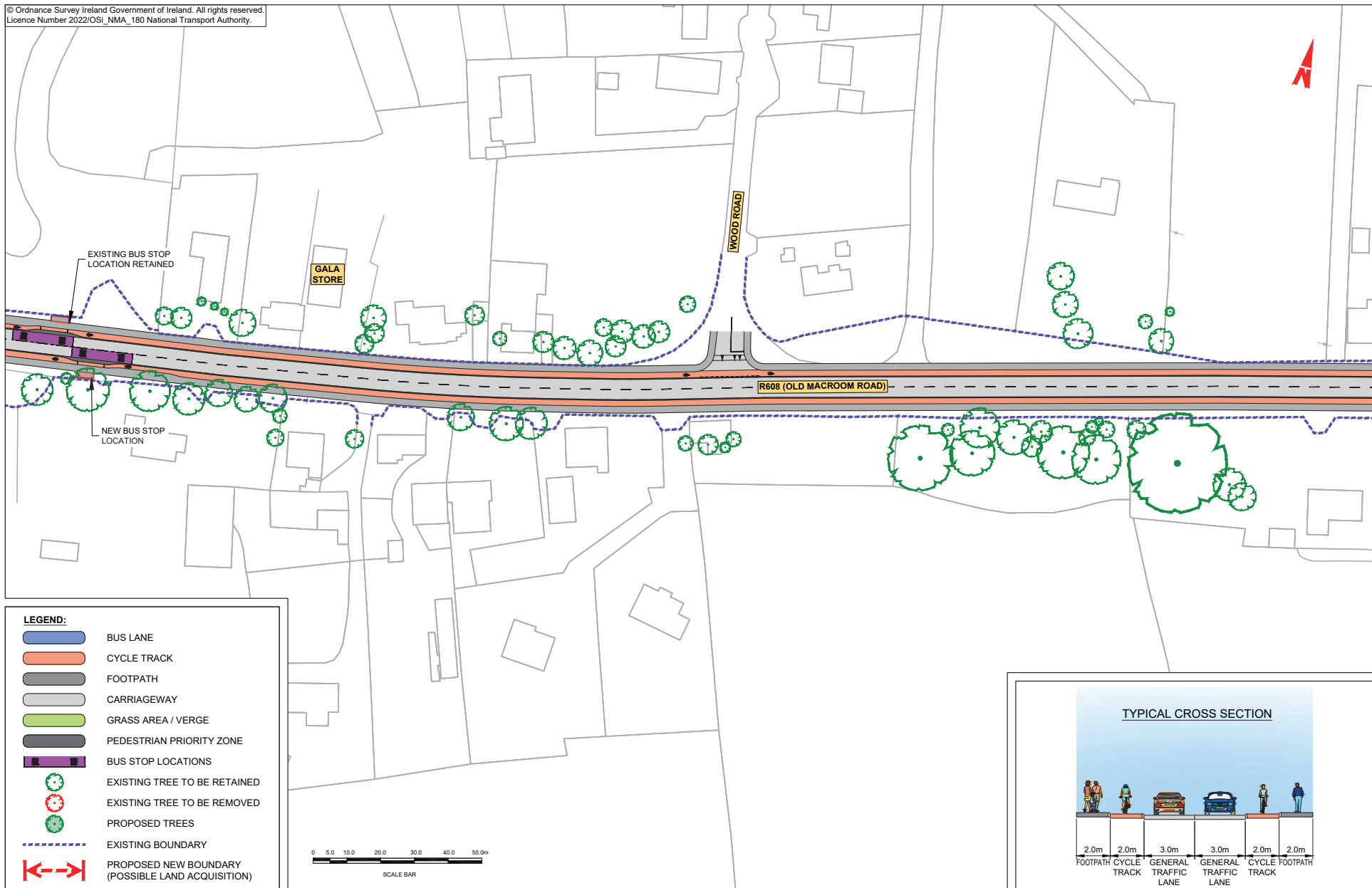


NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

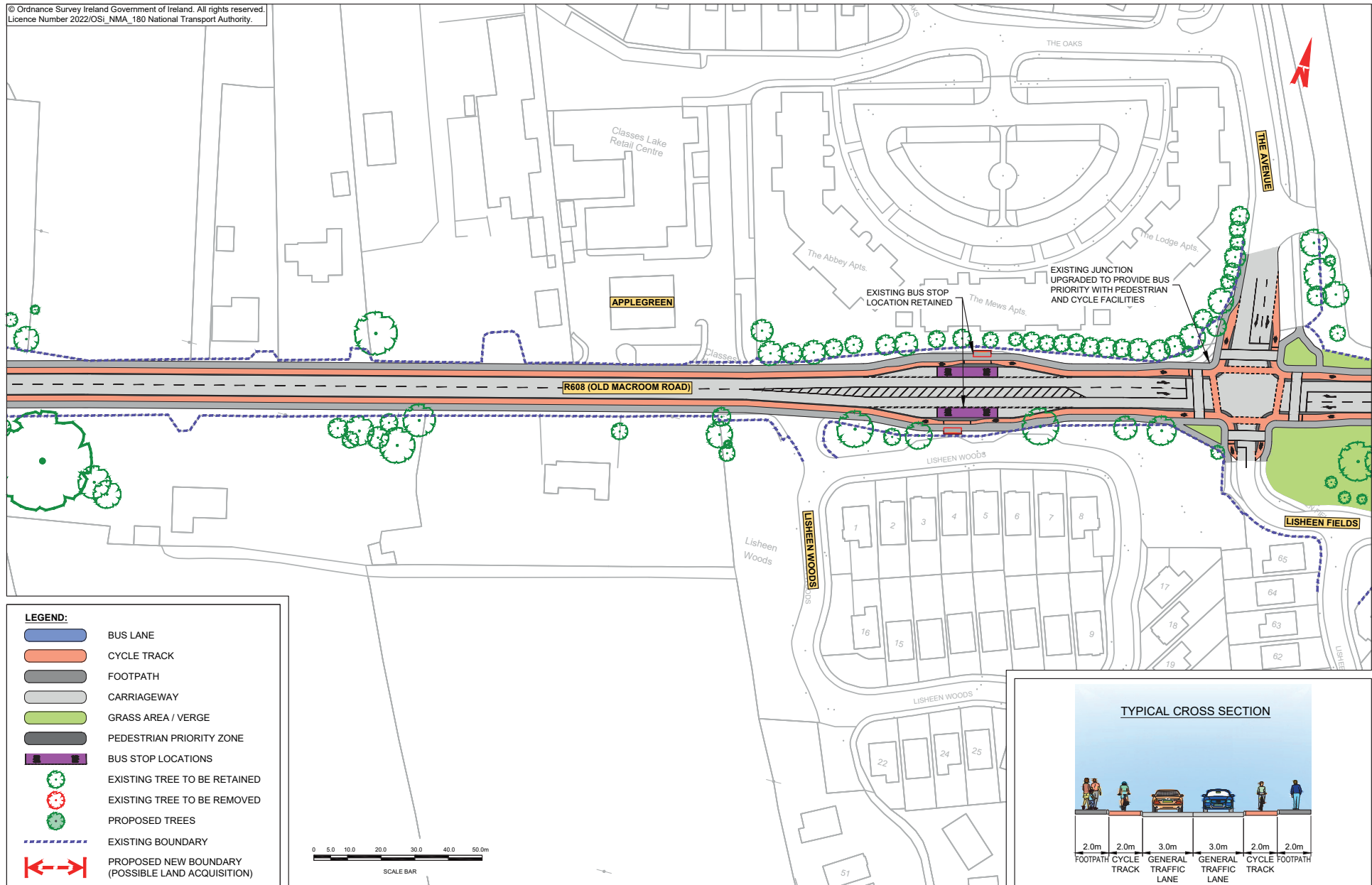
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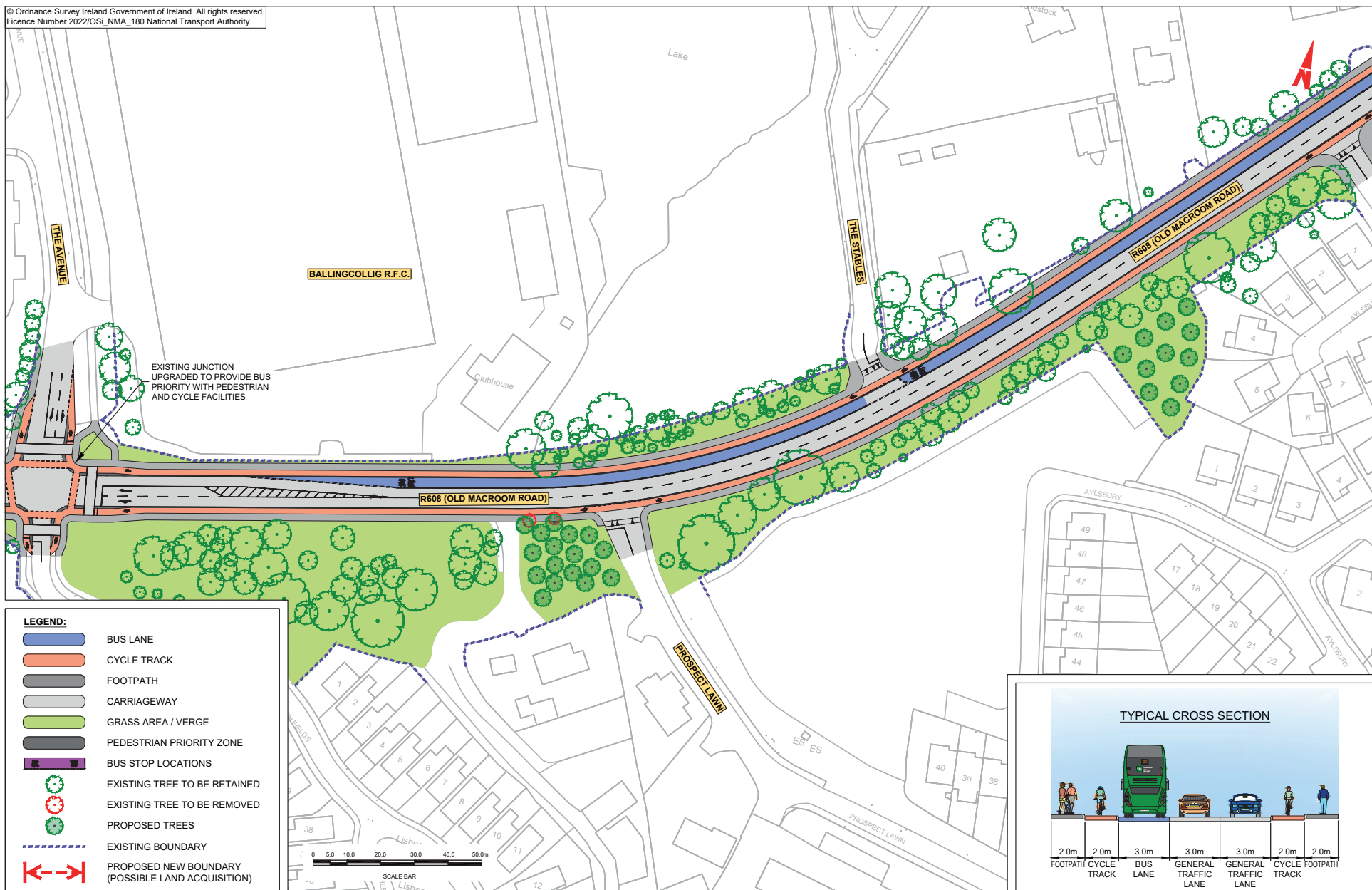


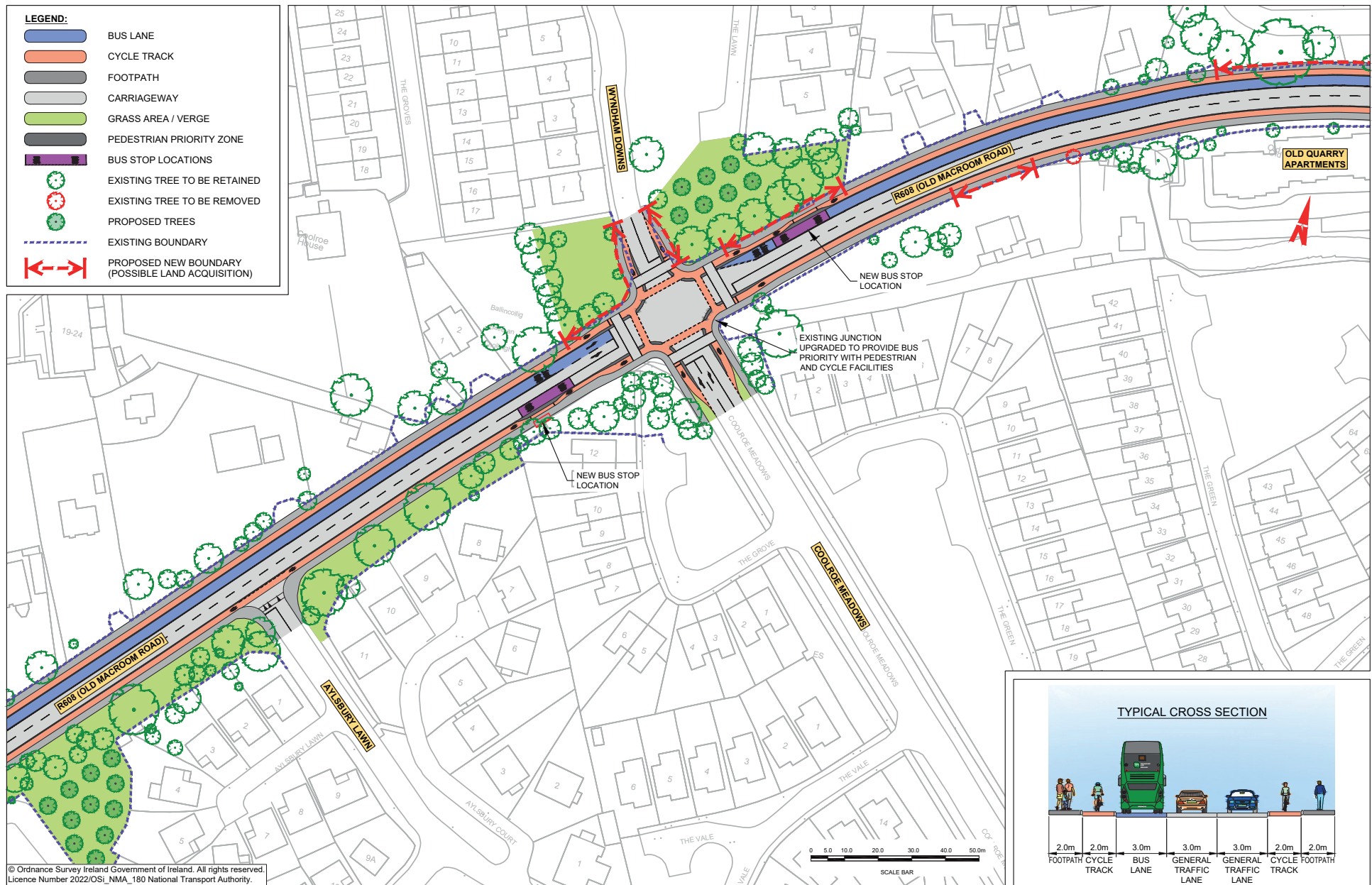
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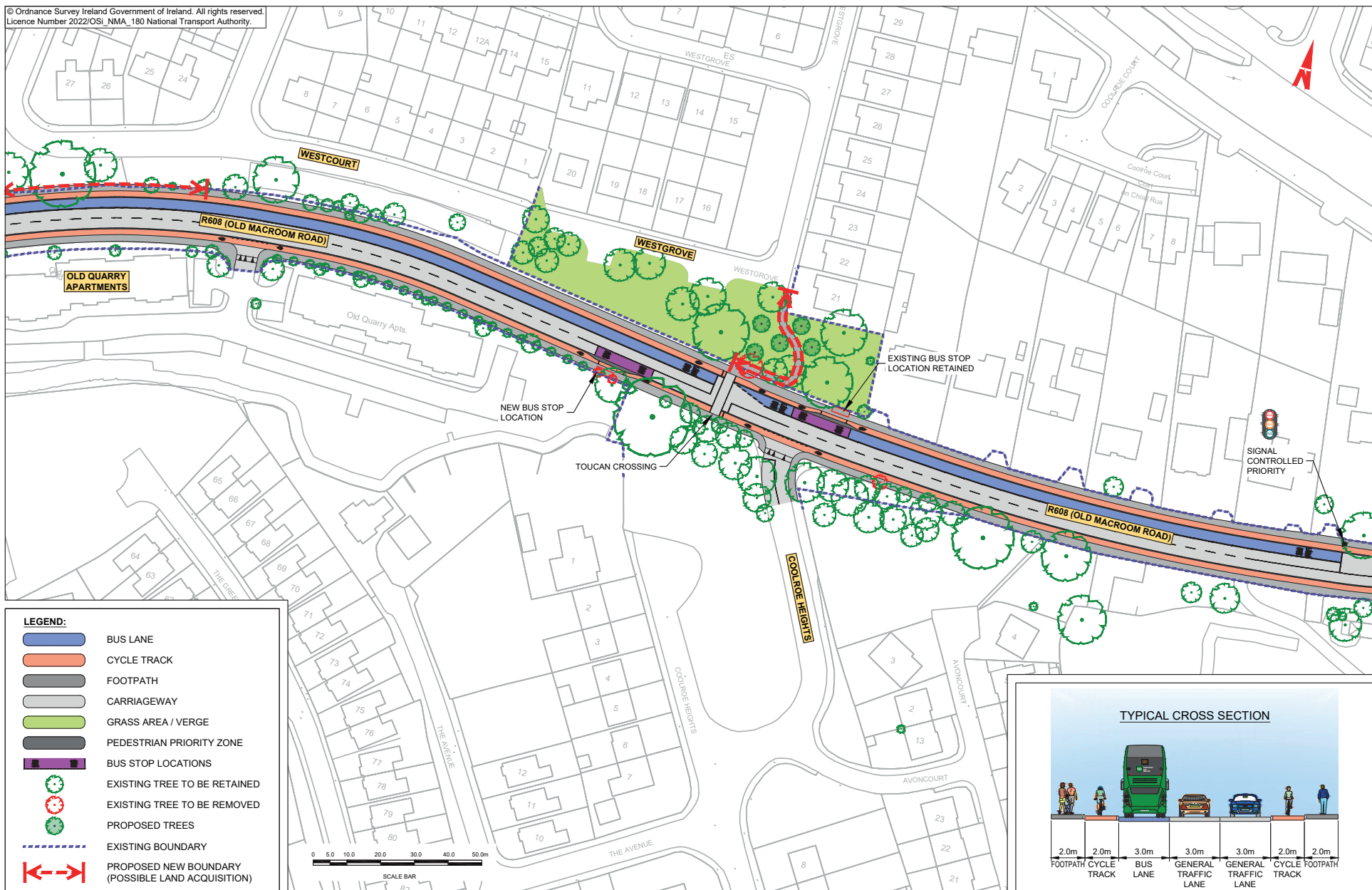


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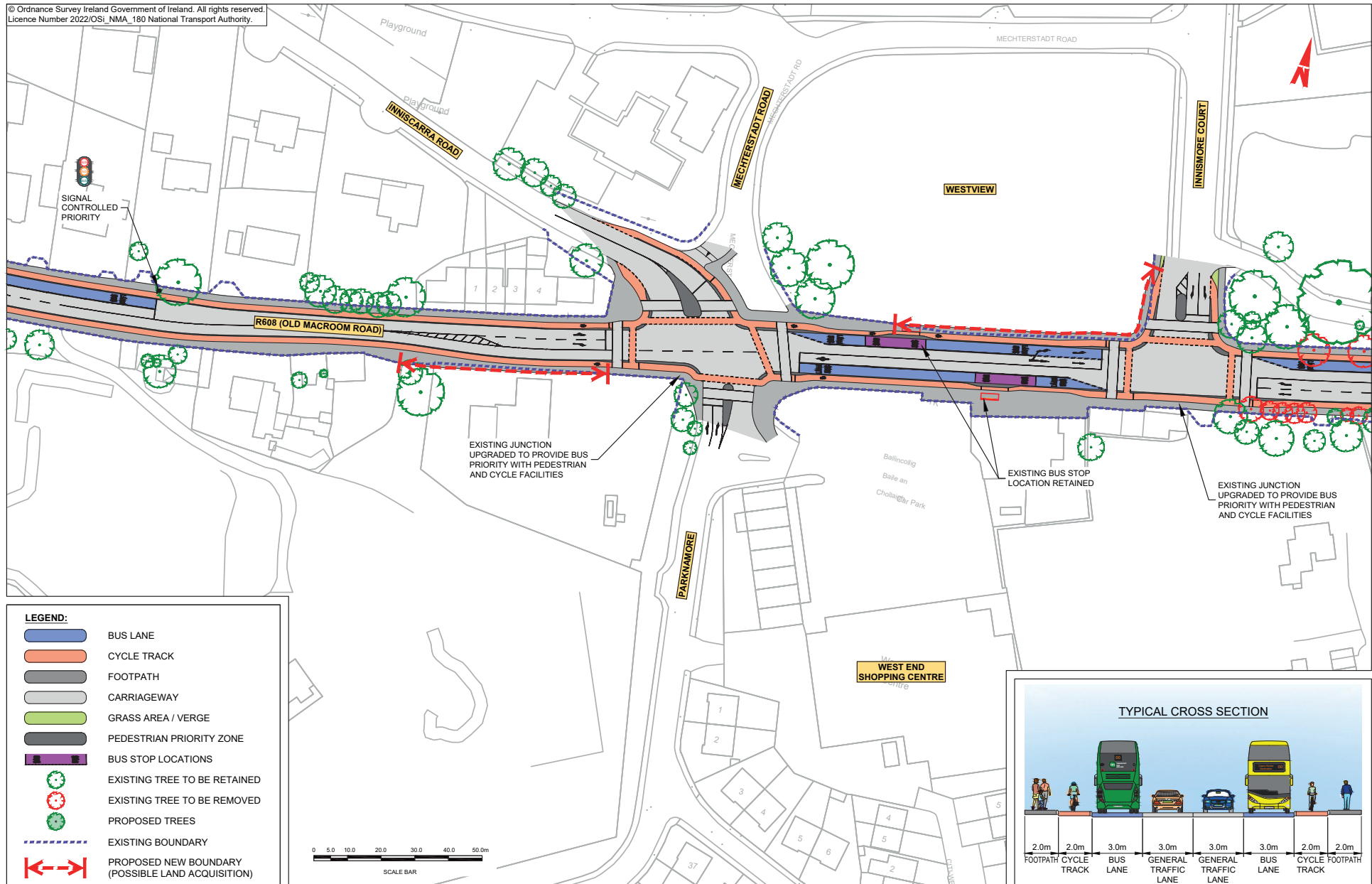




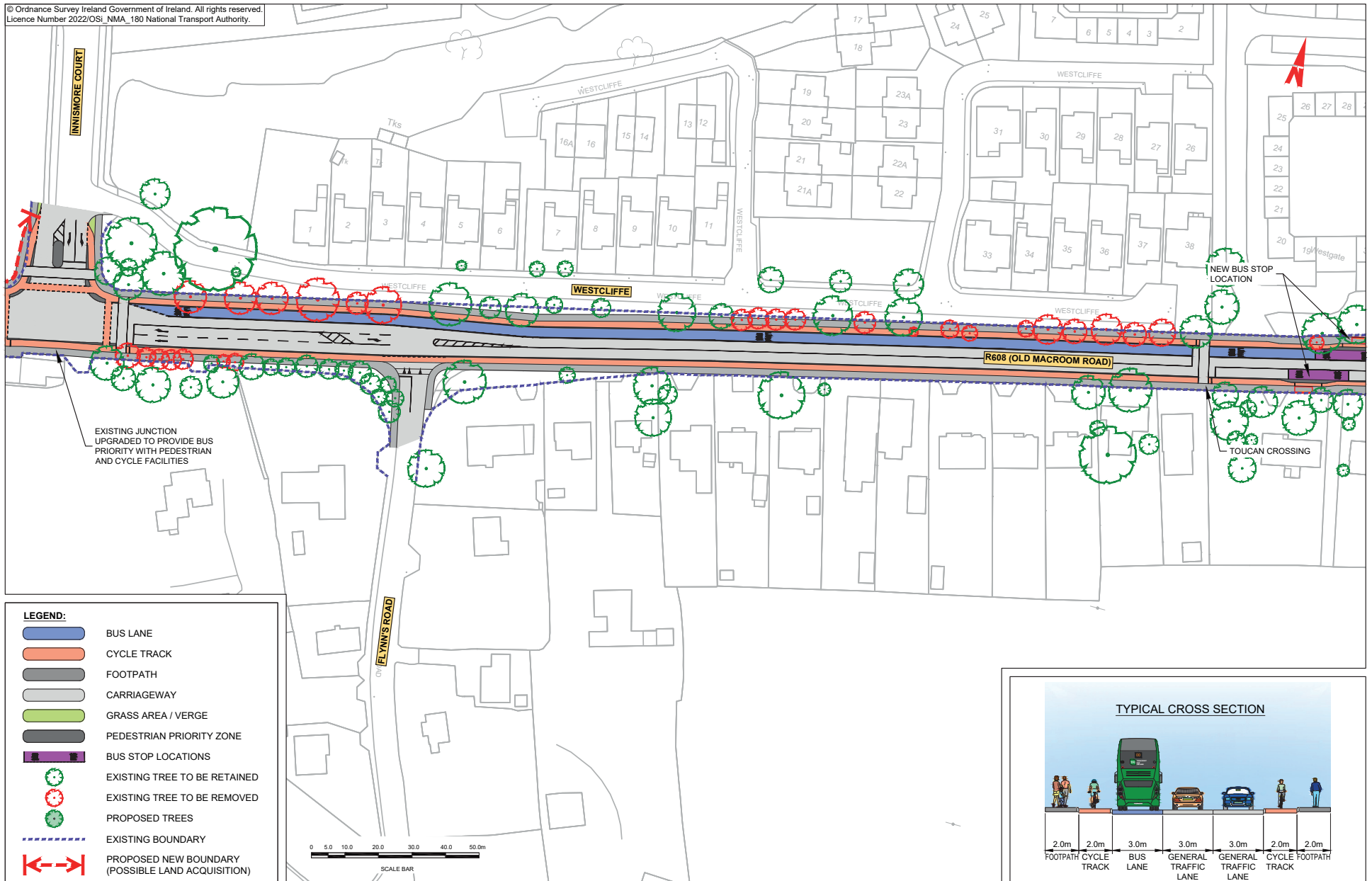


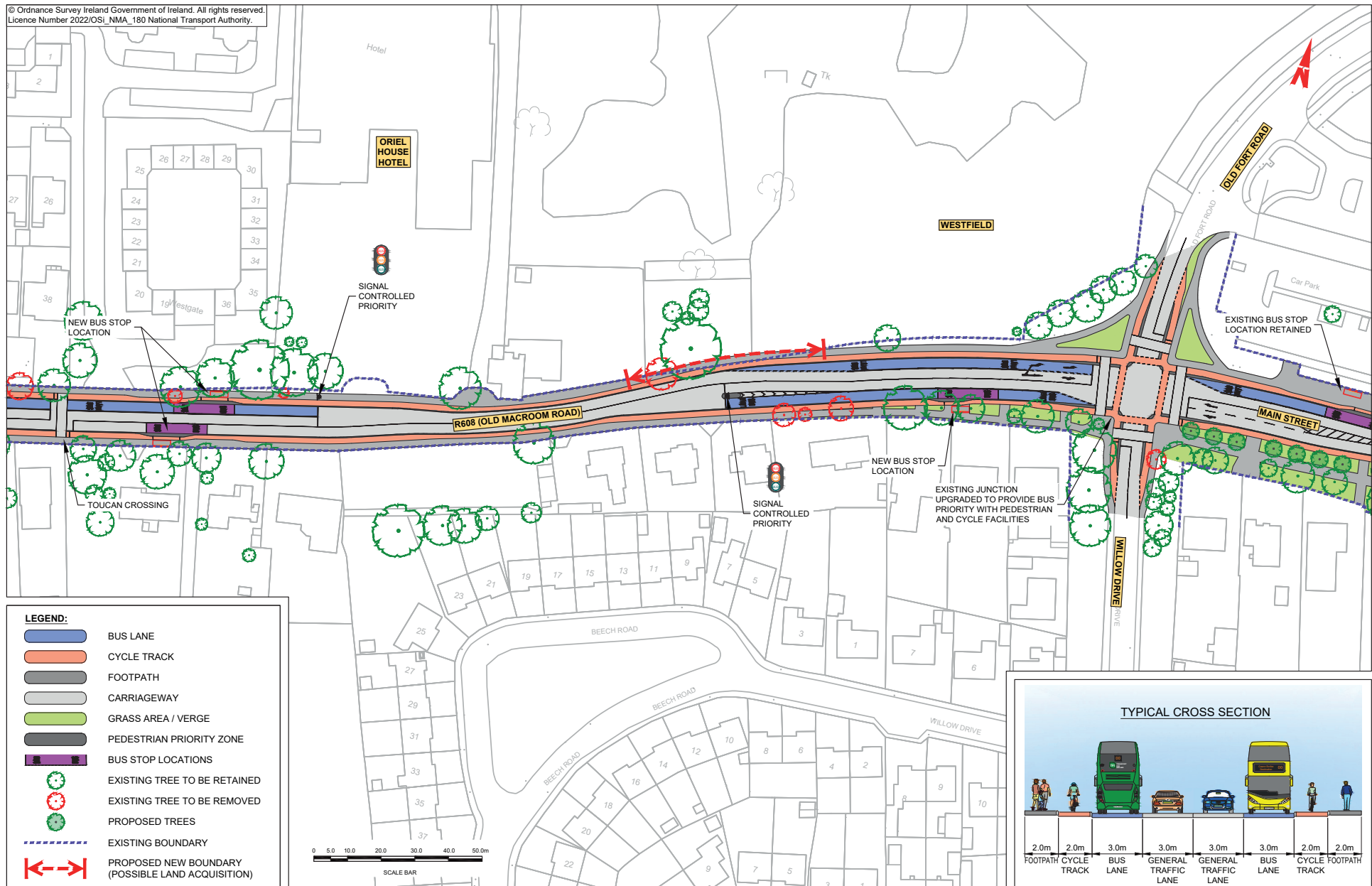


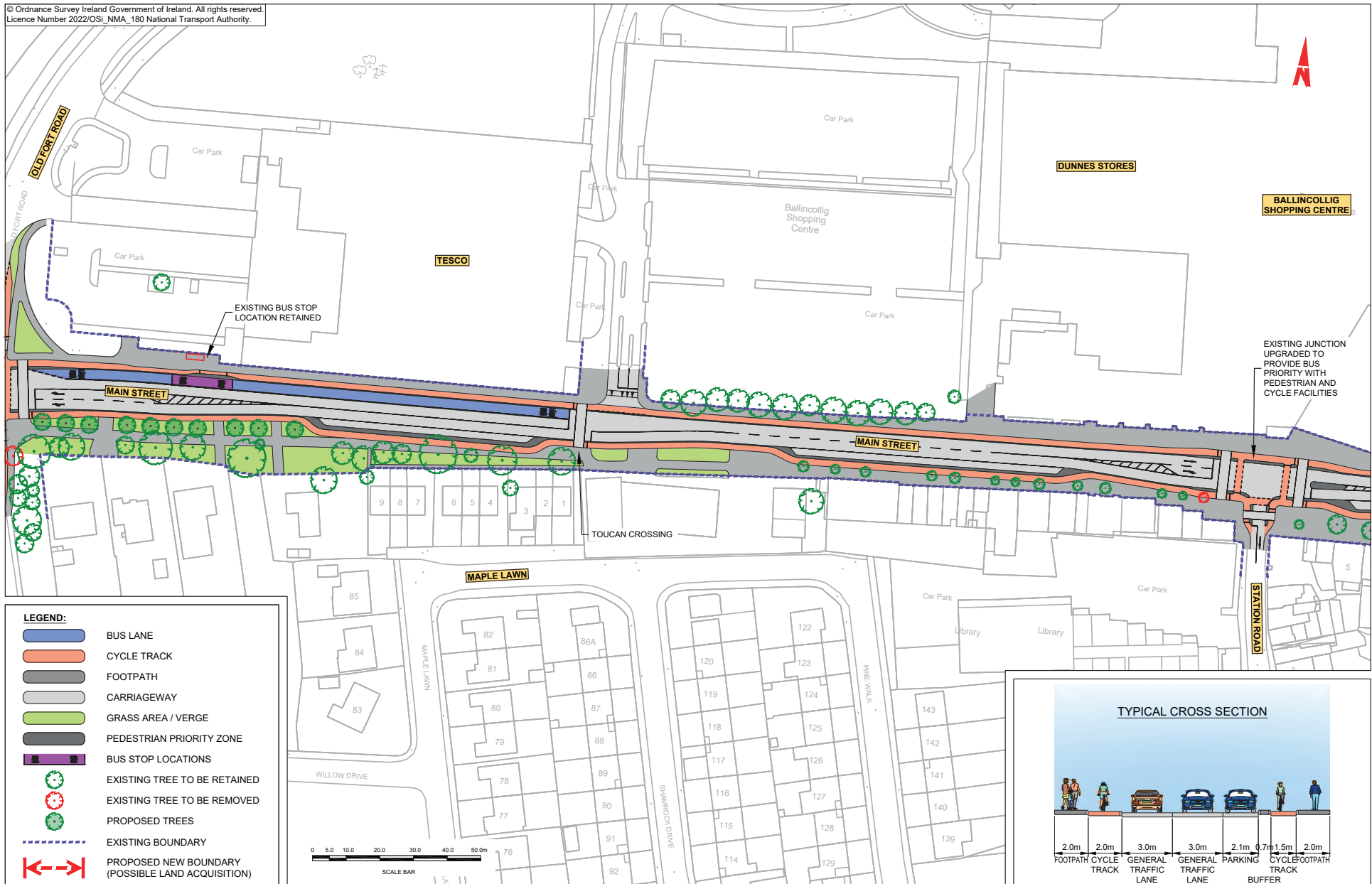
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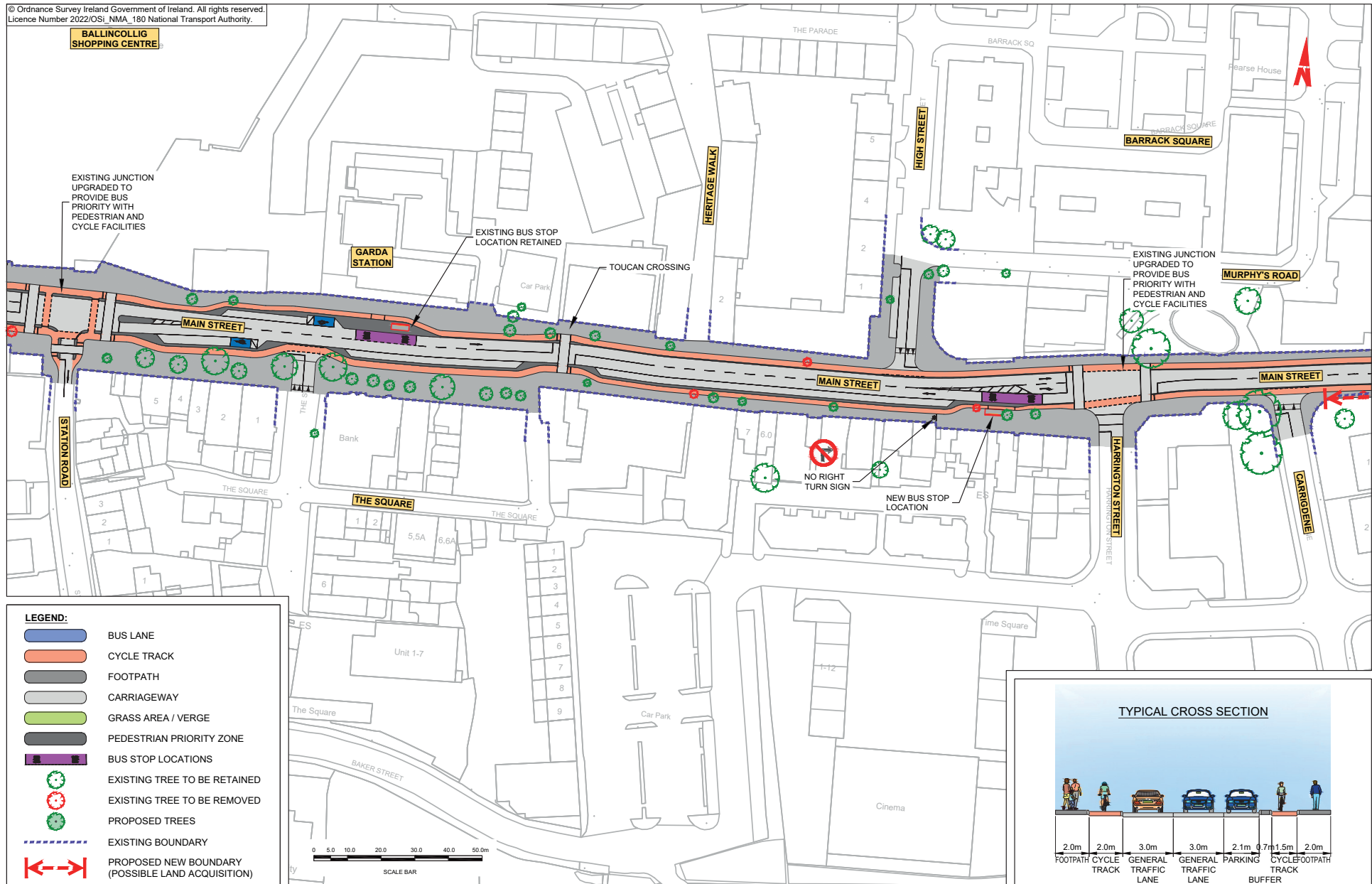
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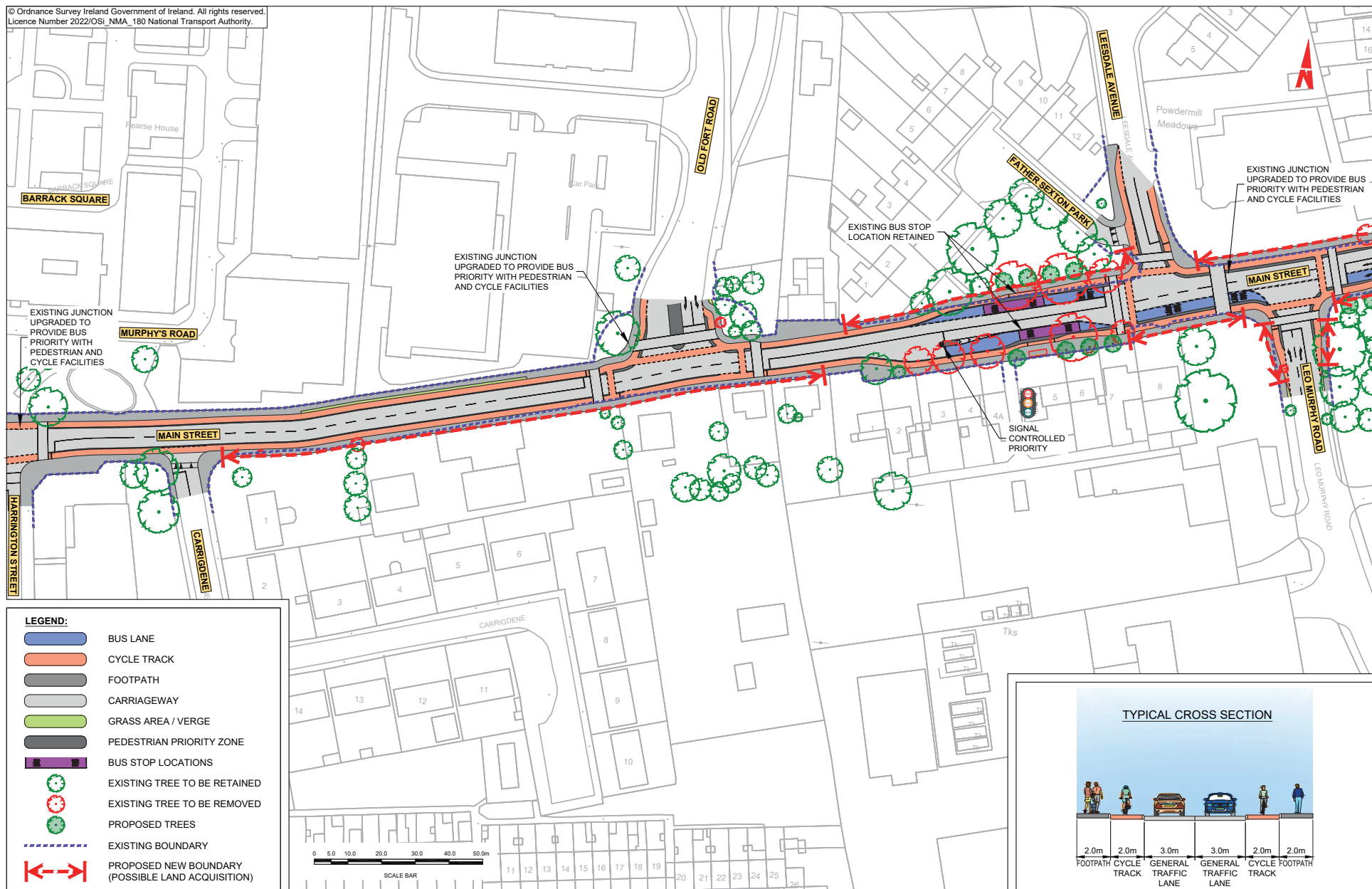


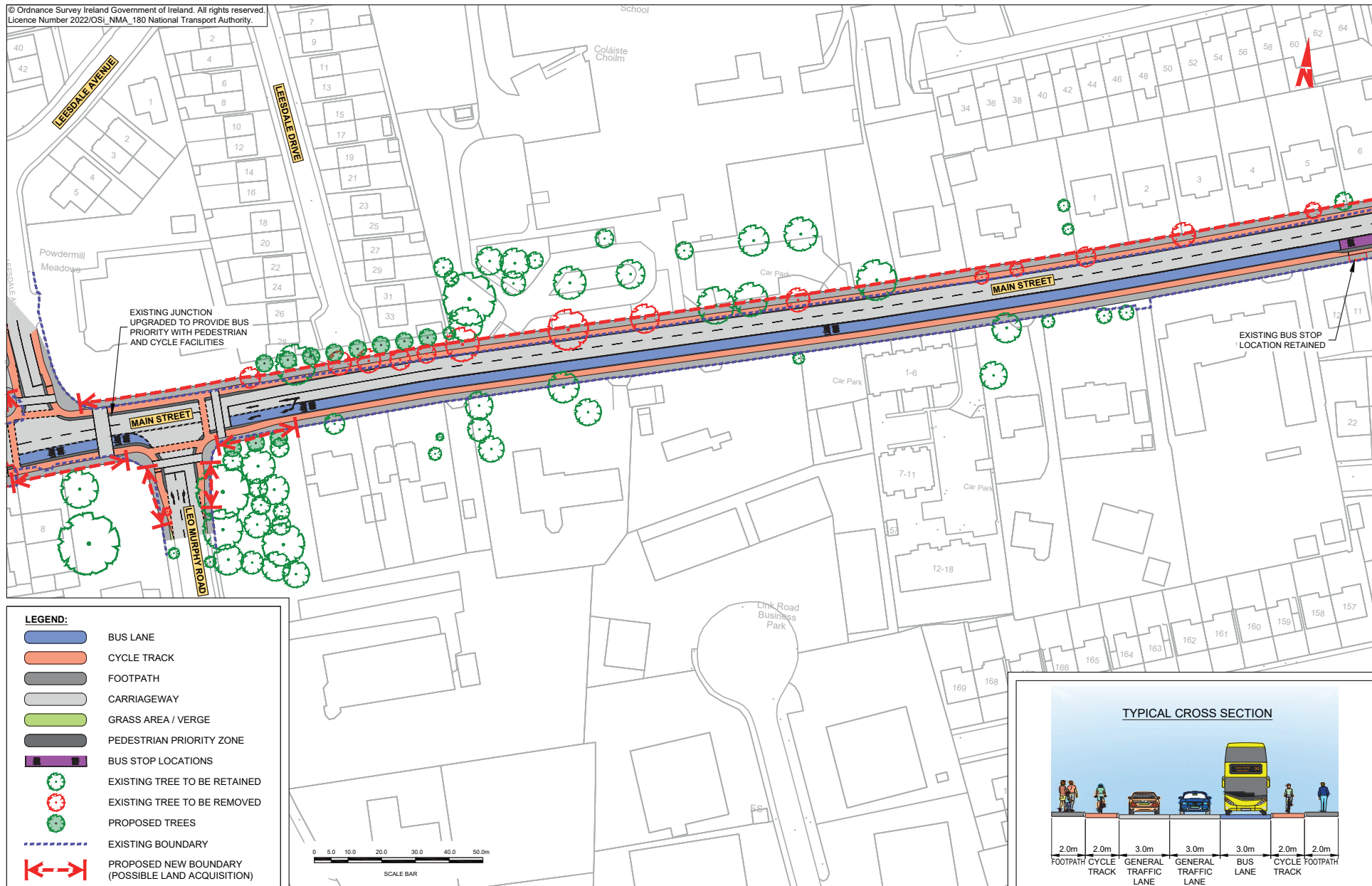


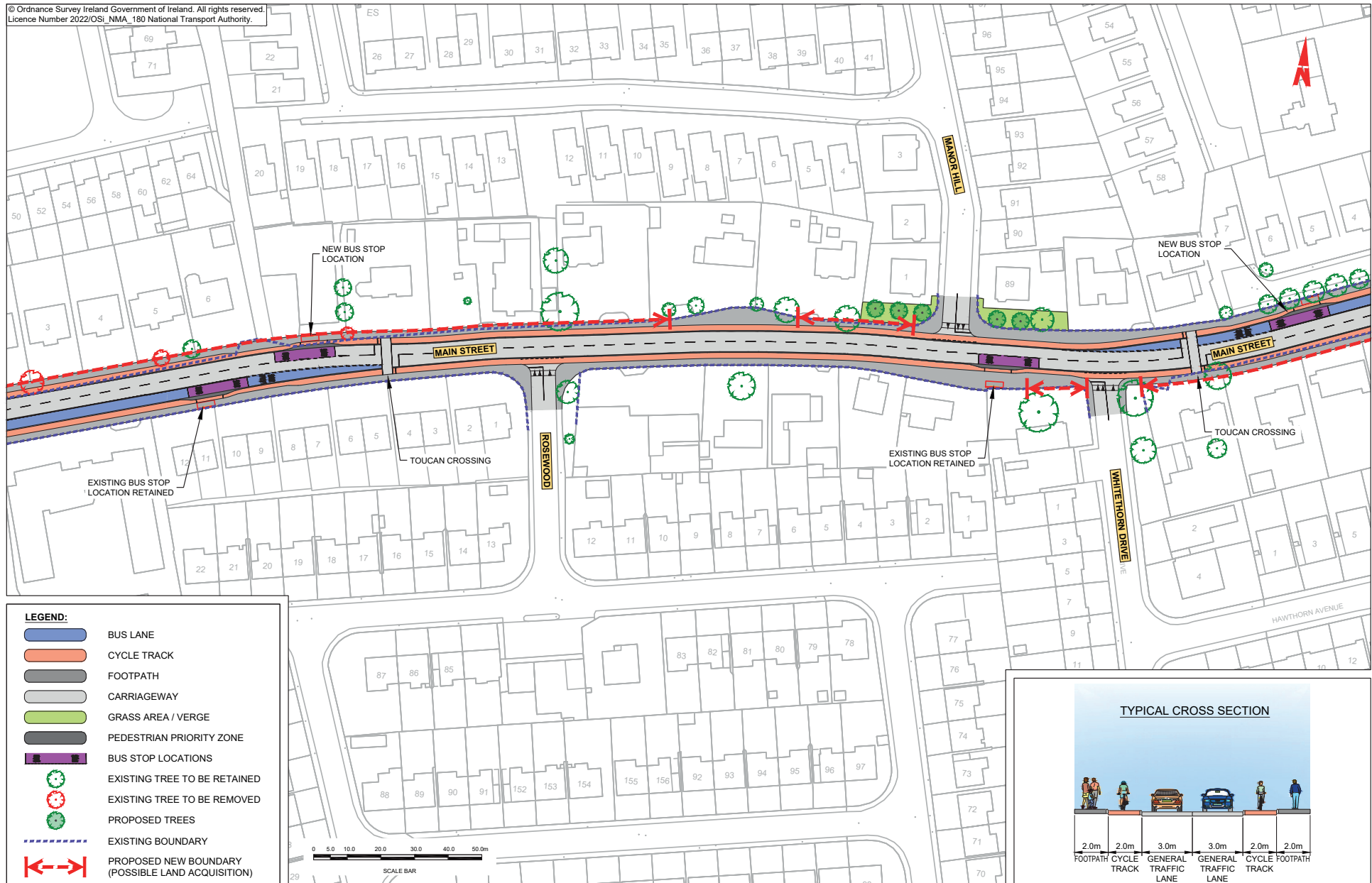


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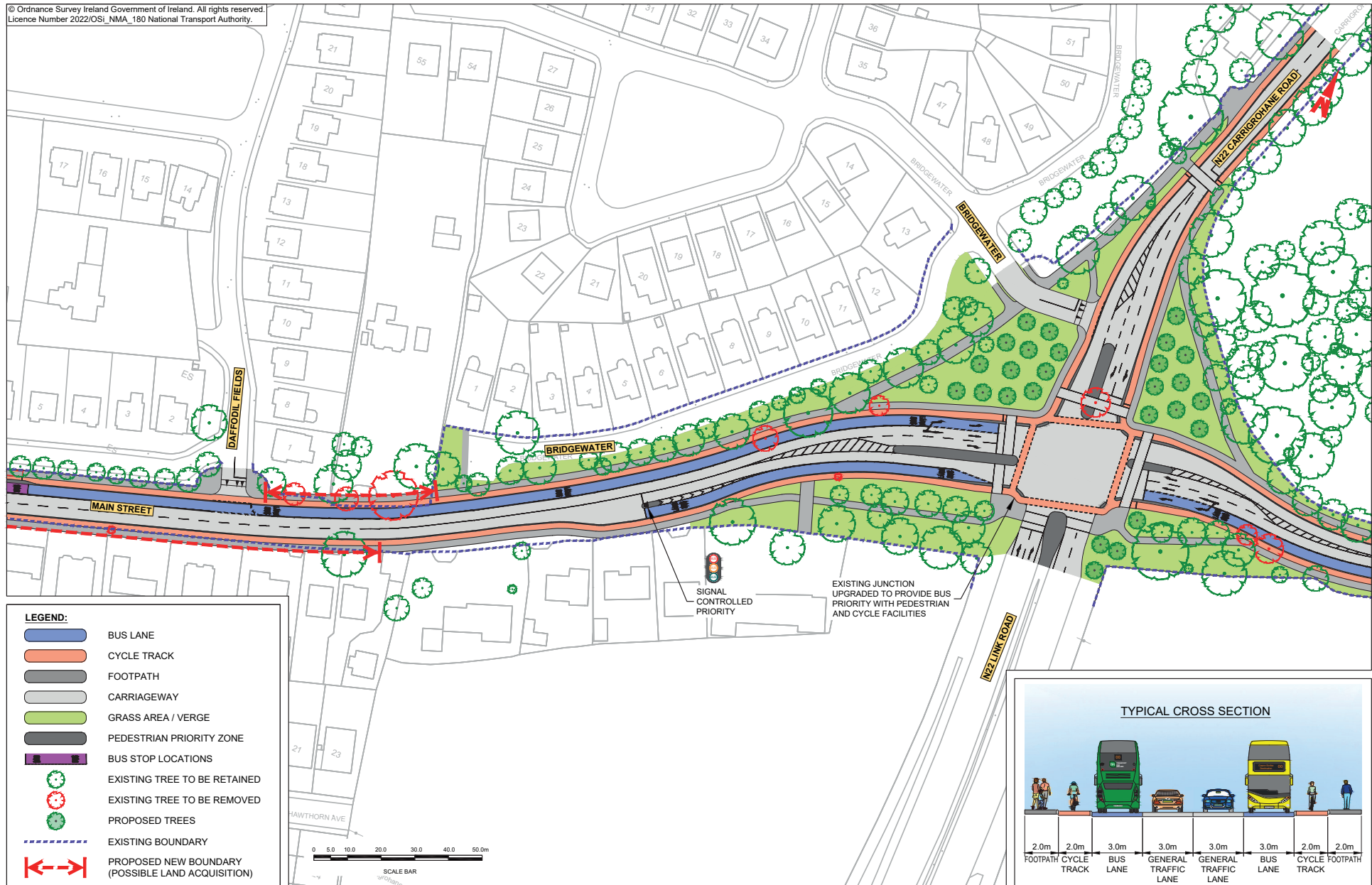




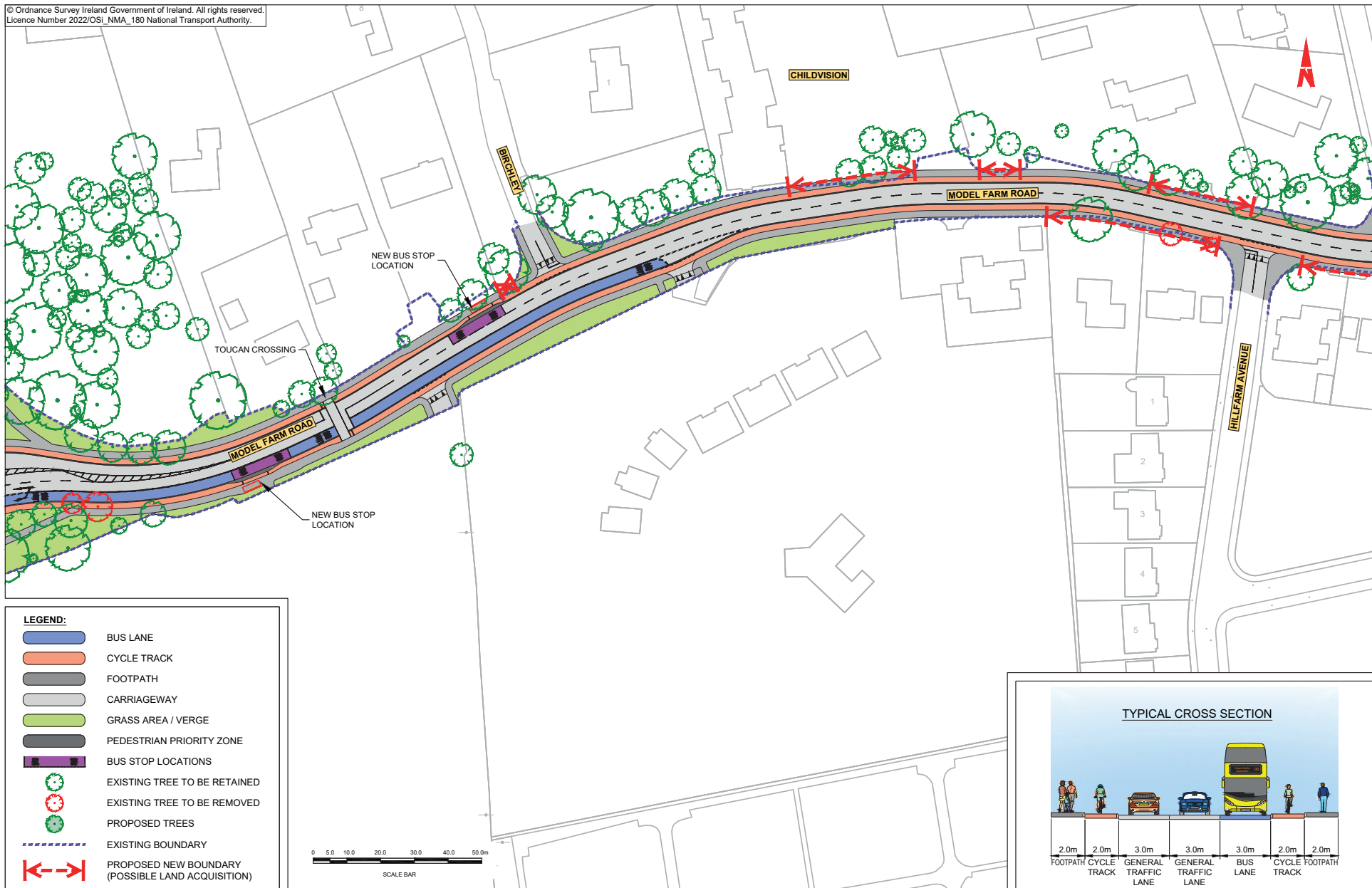




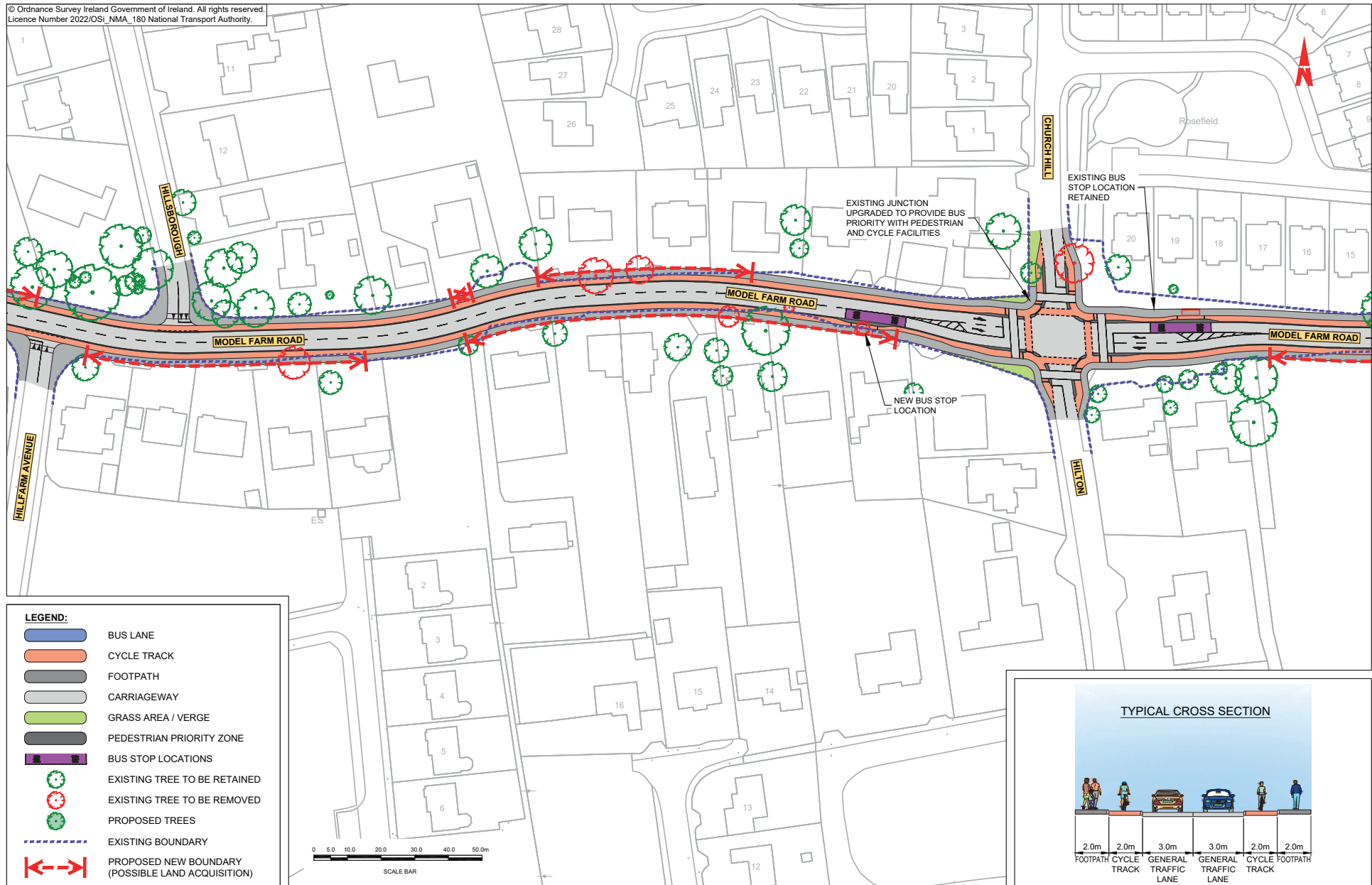
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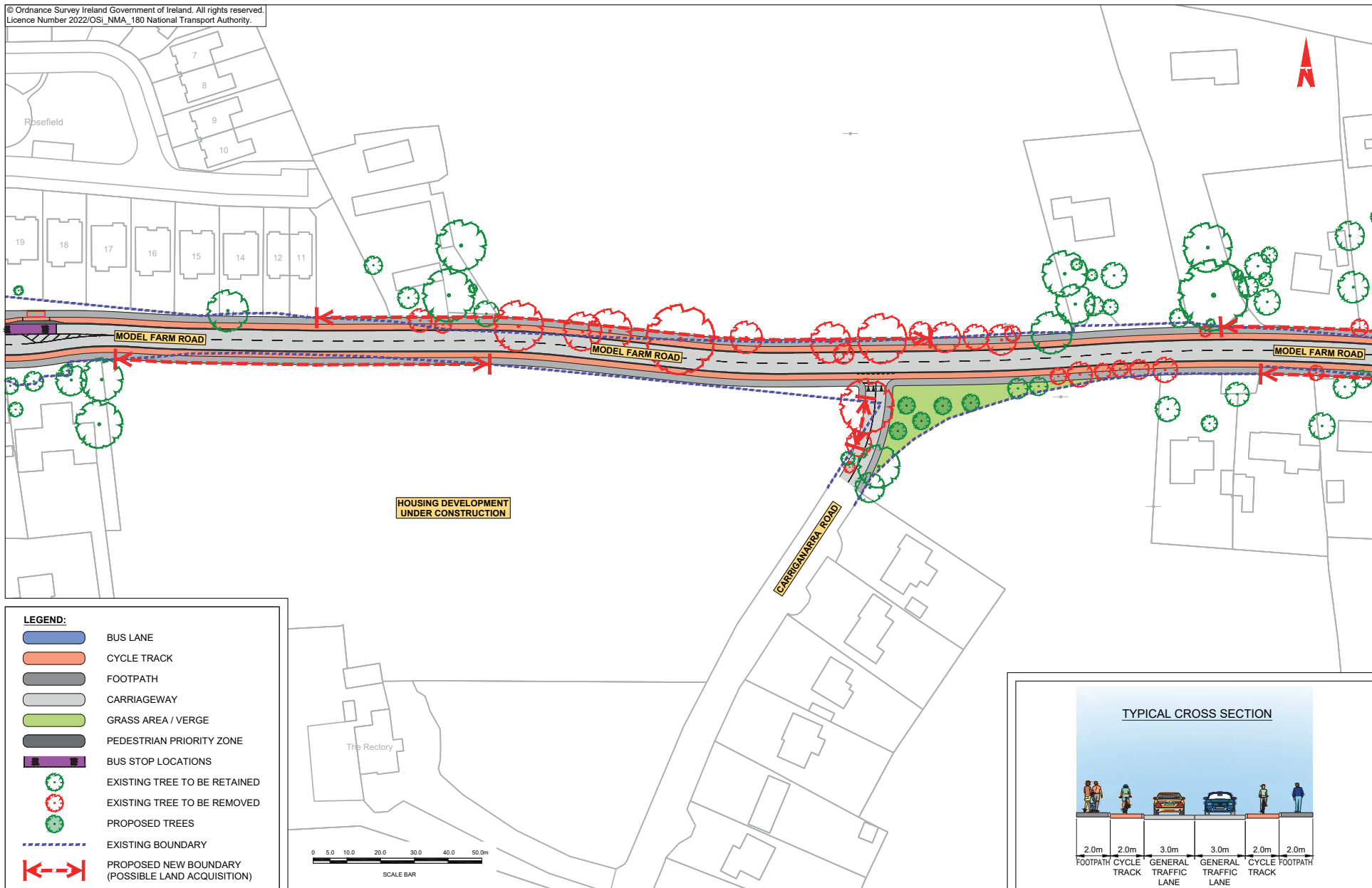


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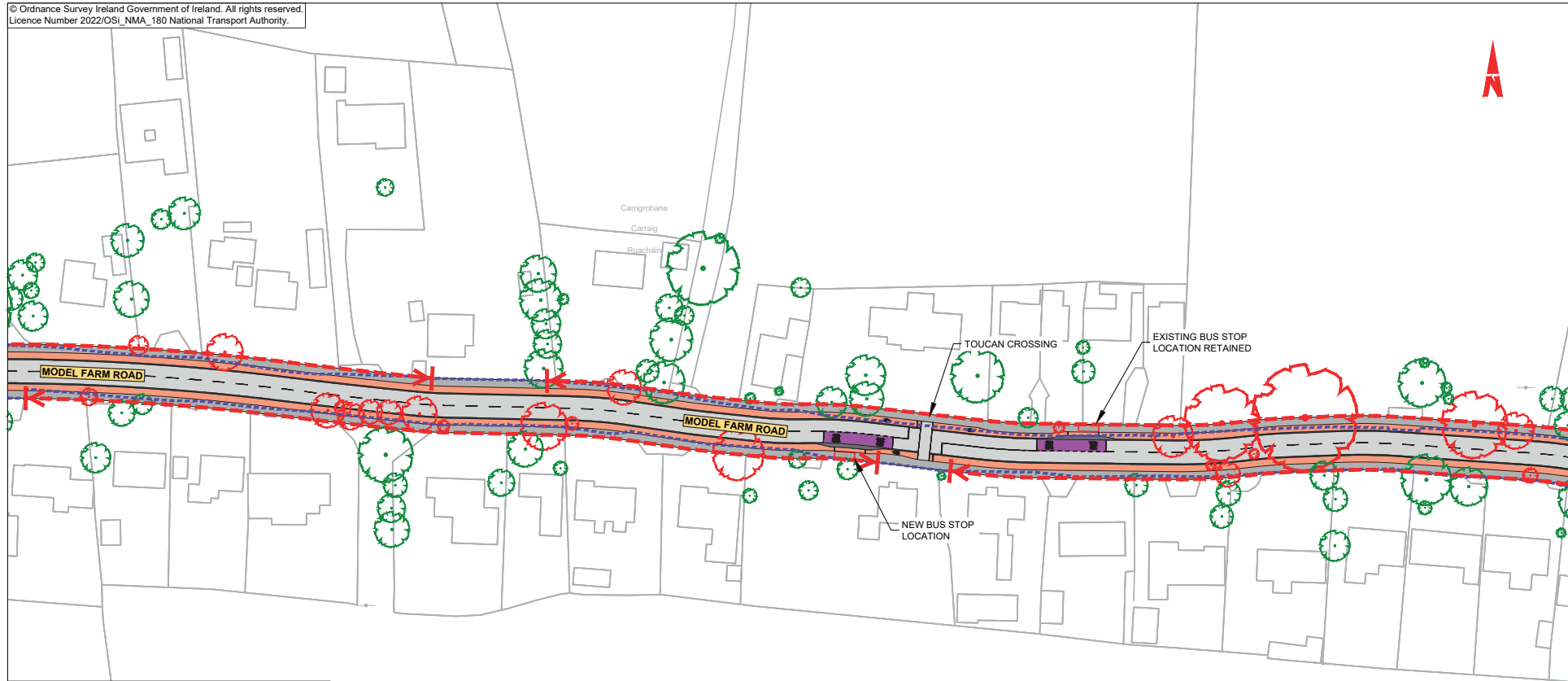


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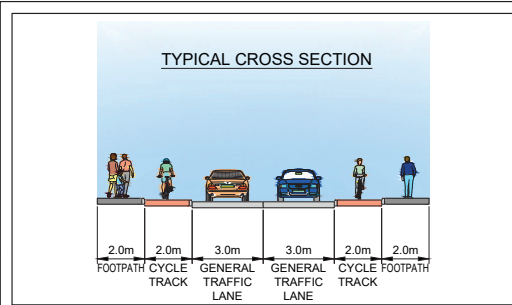


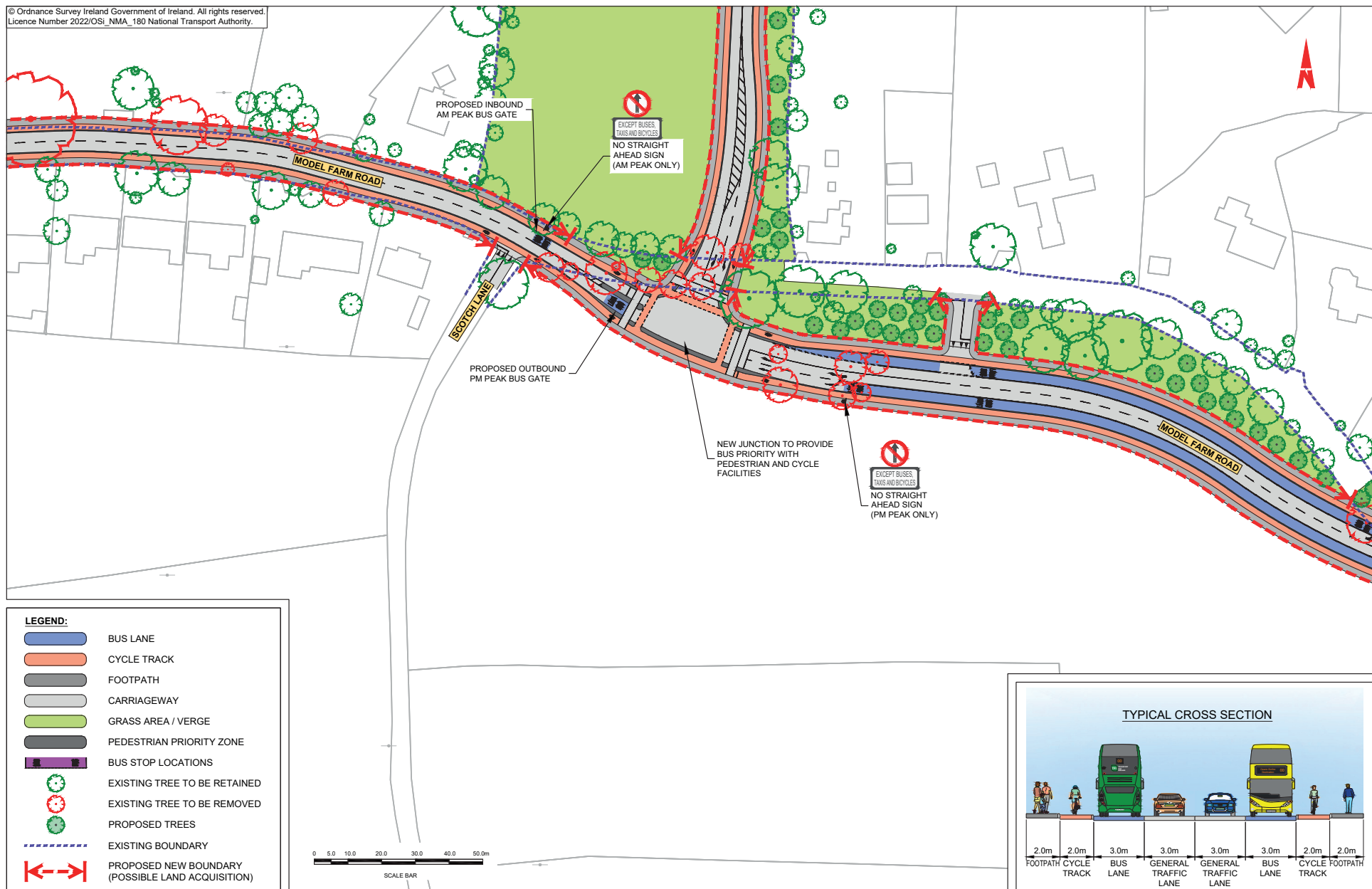


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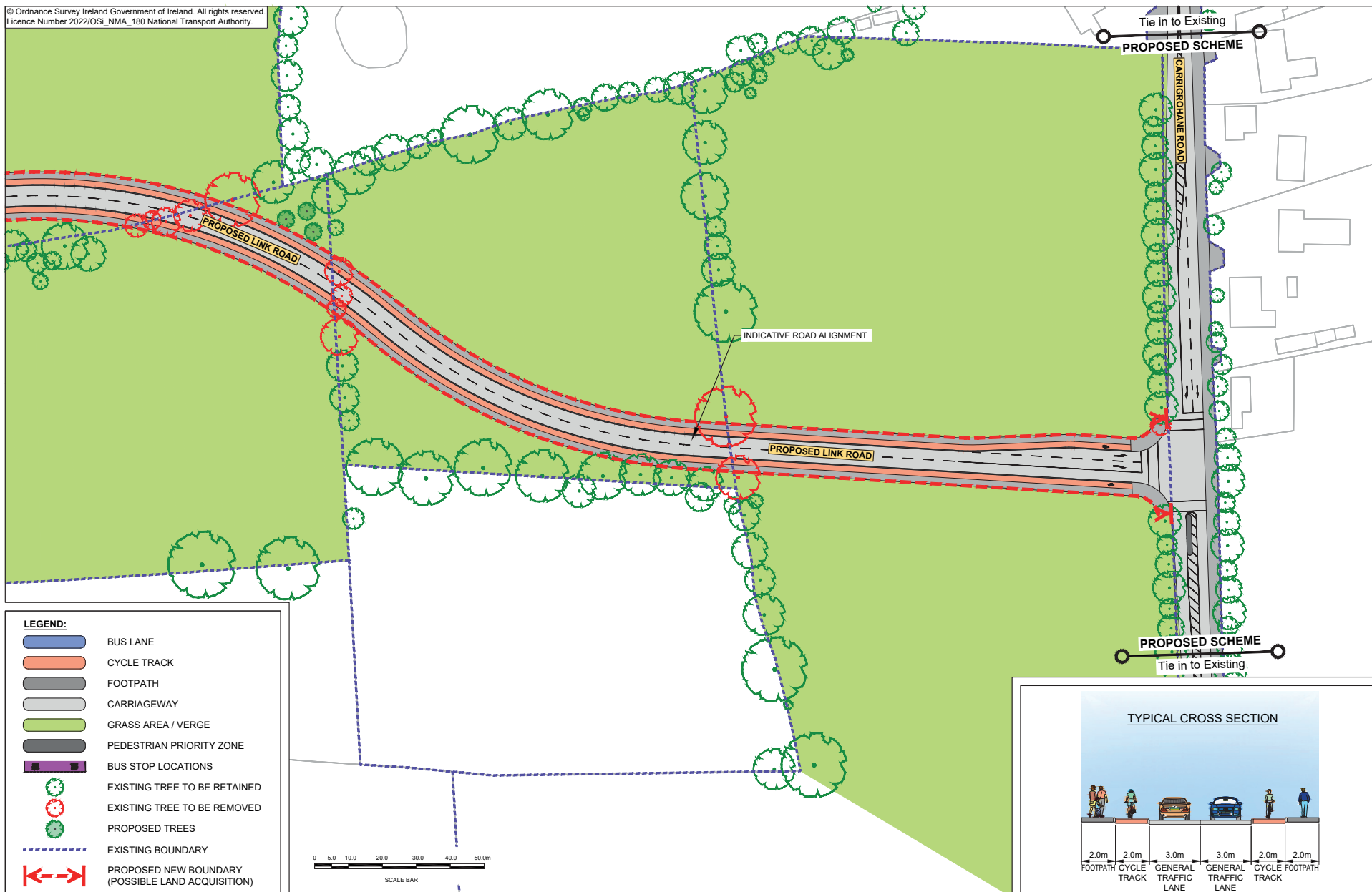
- LEGEND:**
- BUS LANE
 - CYCLE TRACK
 - FOOTPATH
 - CARRIAGEWAY
 - GRASS AREA / VERGE
 - PEDESTRIAN PRIORITY ZONE
 - BUS STOP LOCATIONS
 - EXISTING TREE TO BE RETAINED
 - EXISTING TREE TO BE REMOVED
 - PROPOSED TREES
 - EXISTING BOUNDARY
 - PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



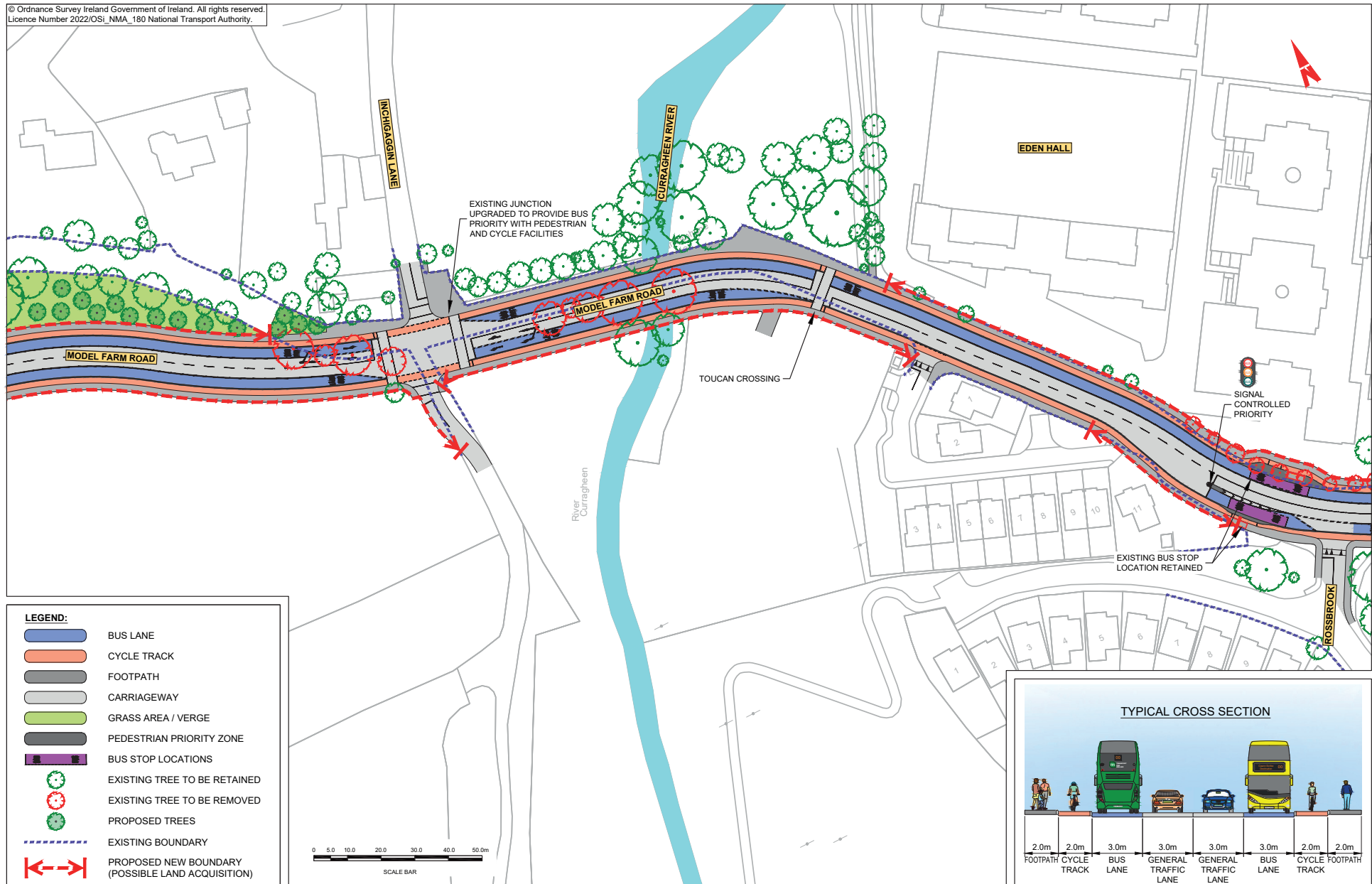


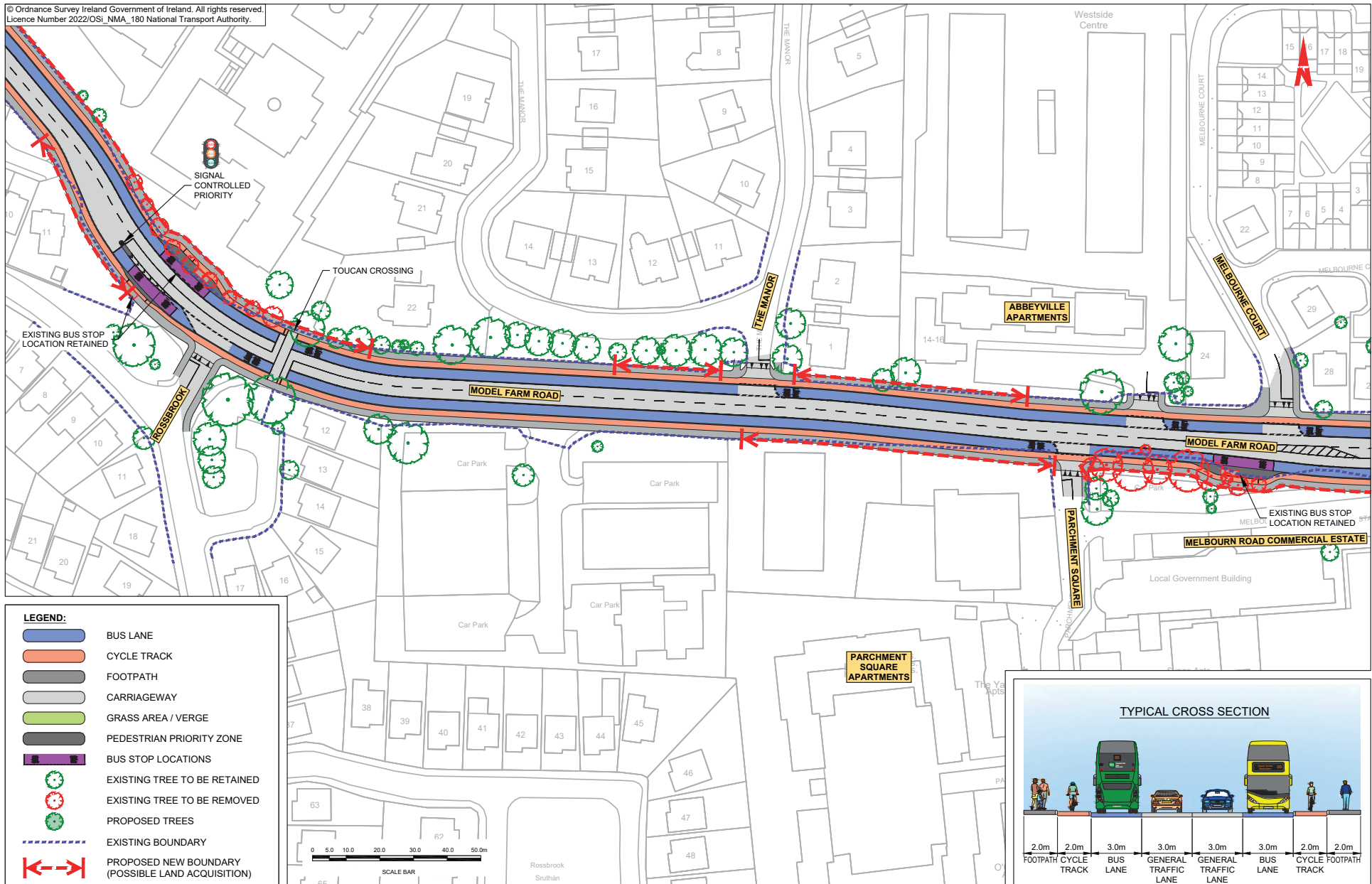
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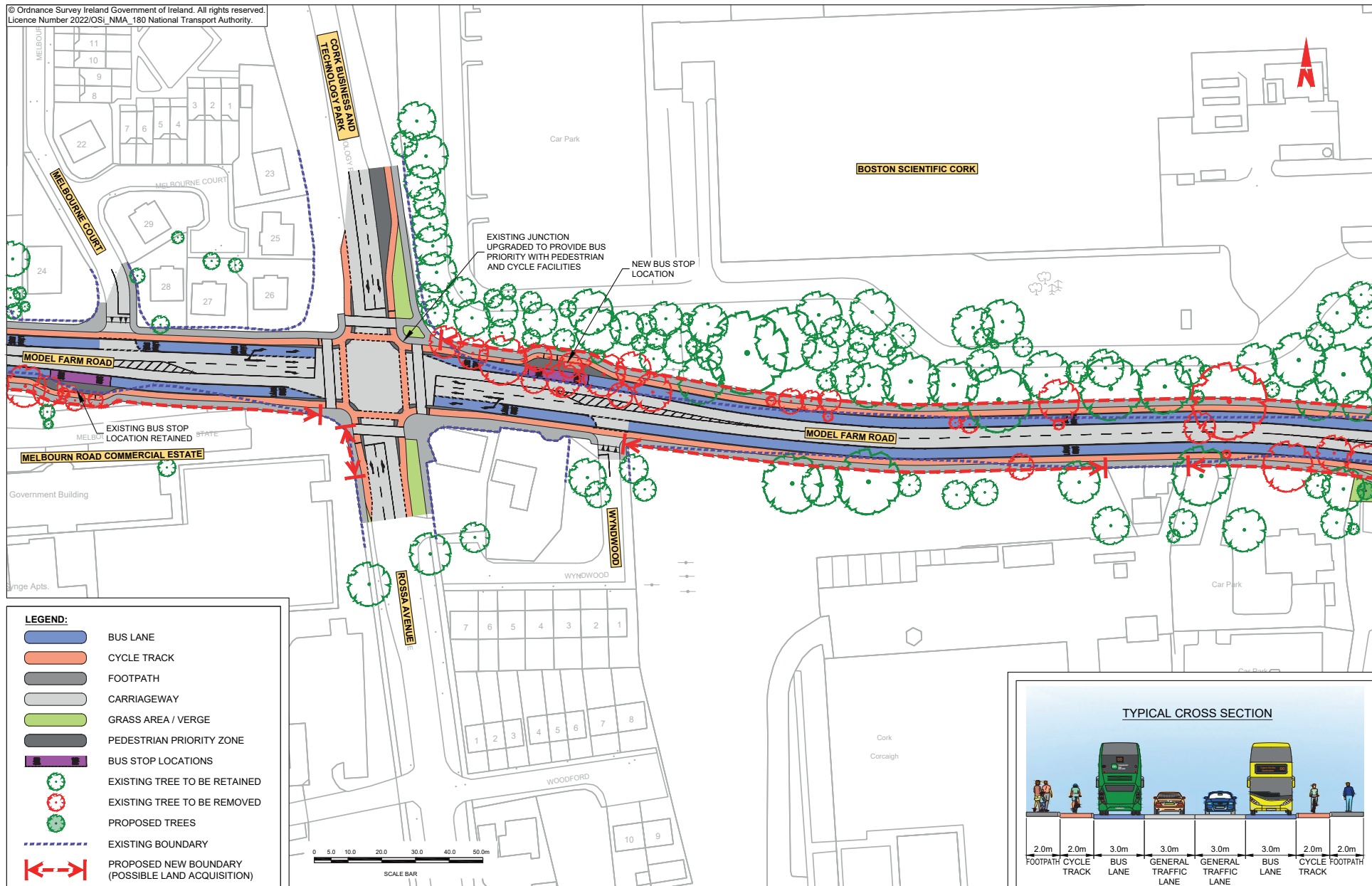




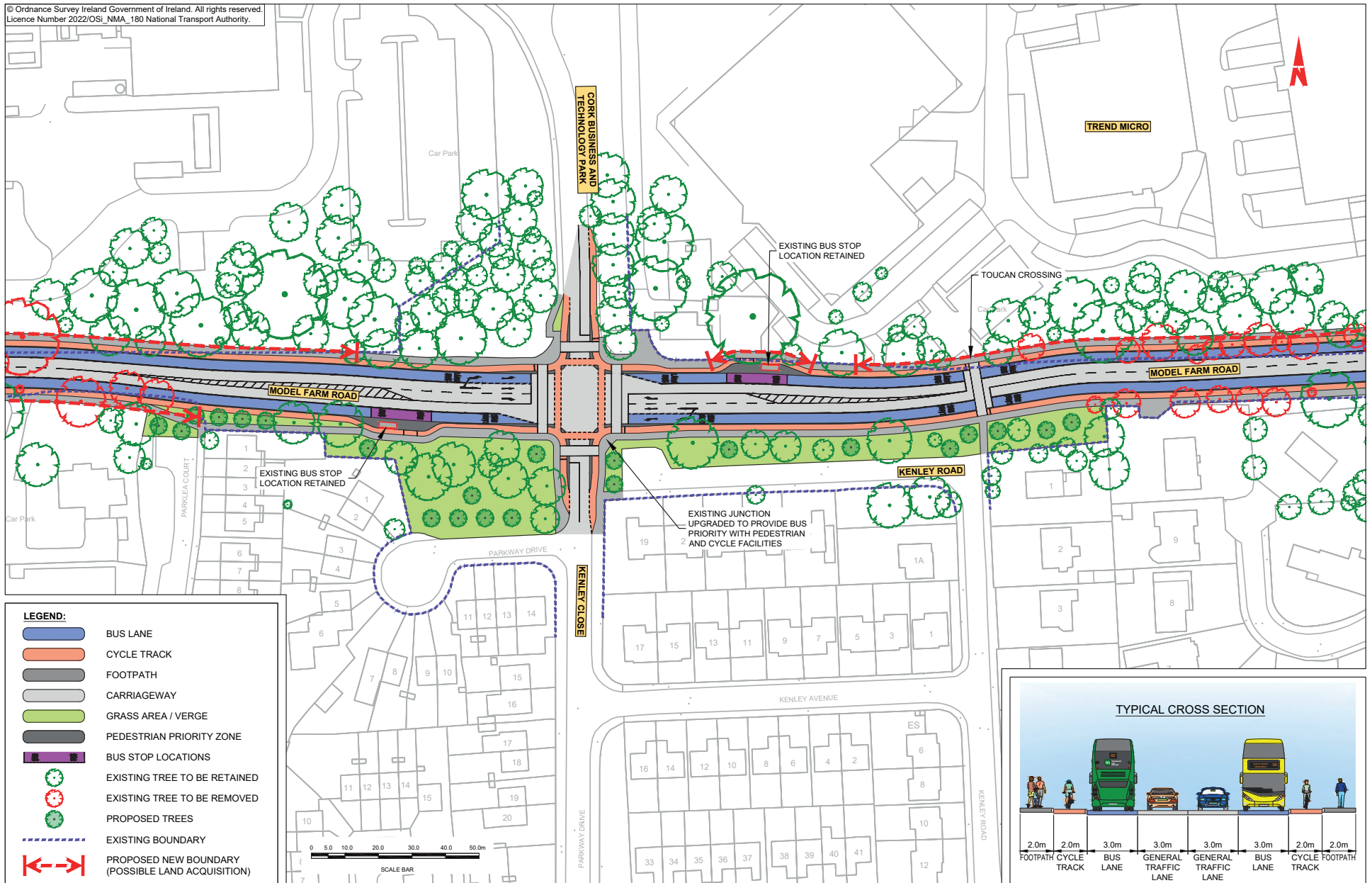
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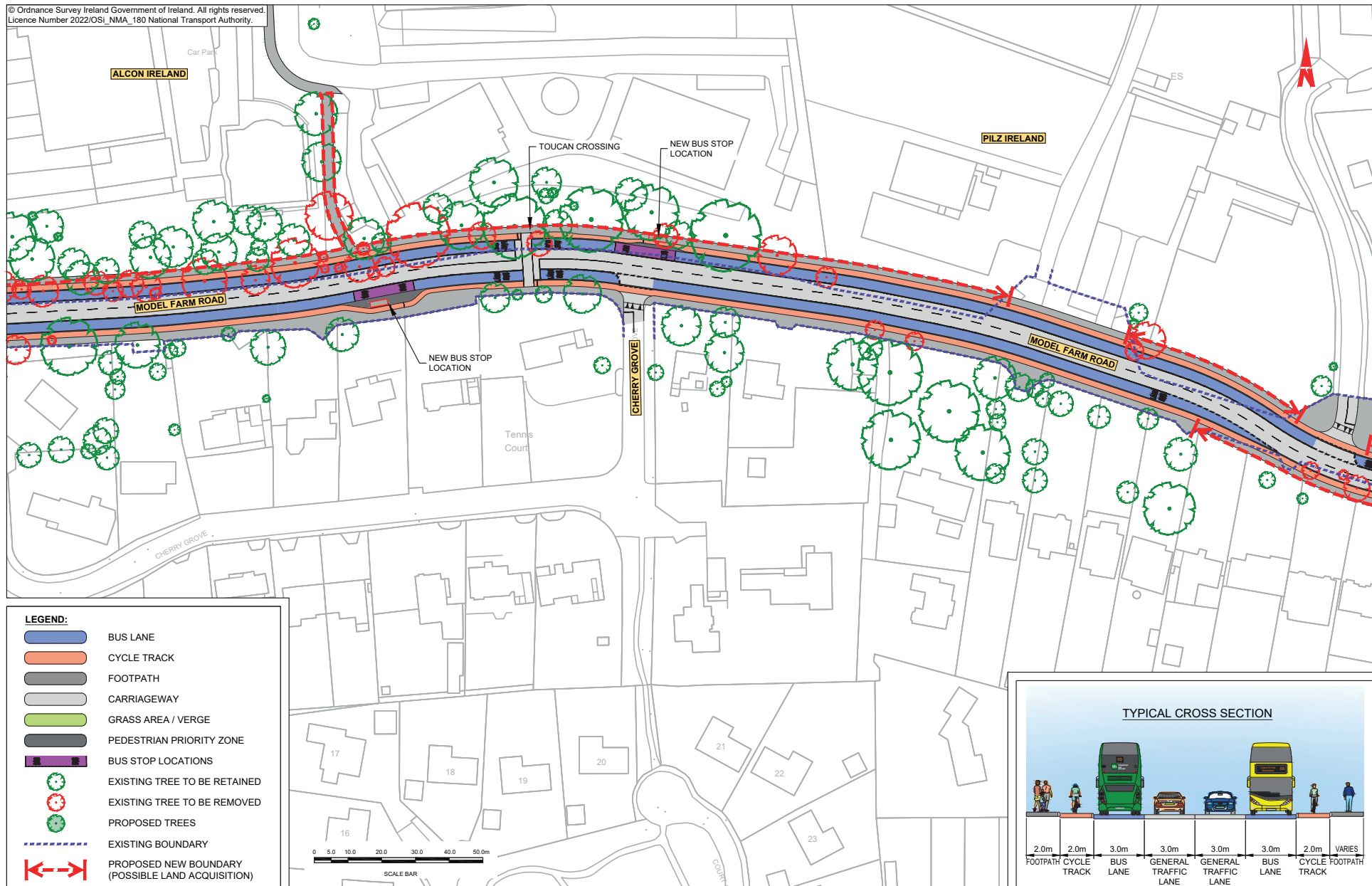




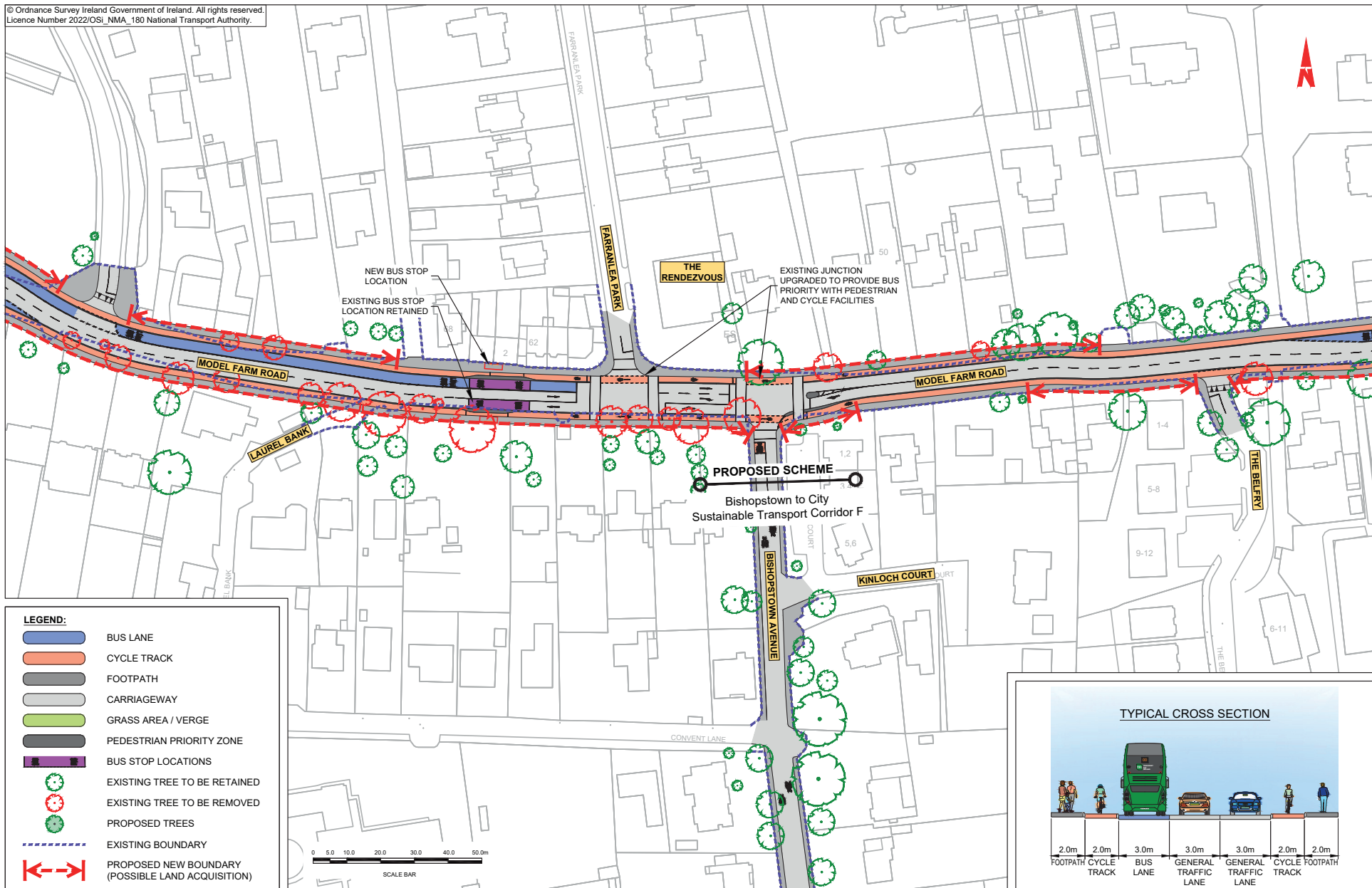


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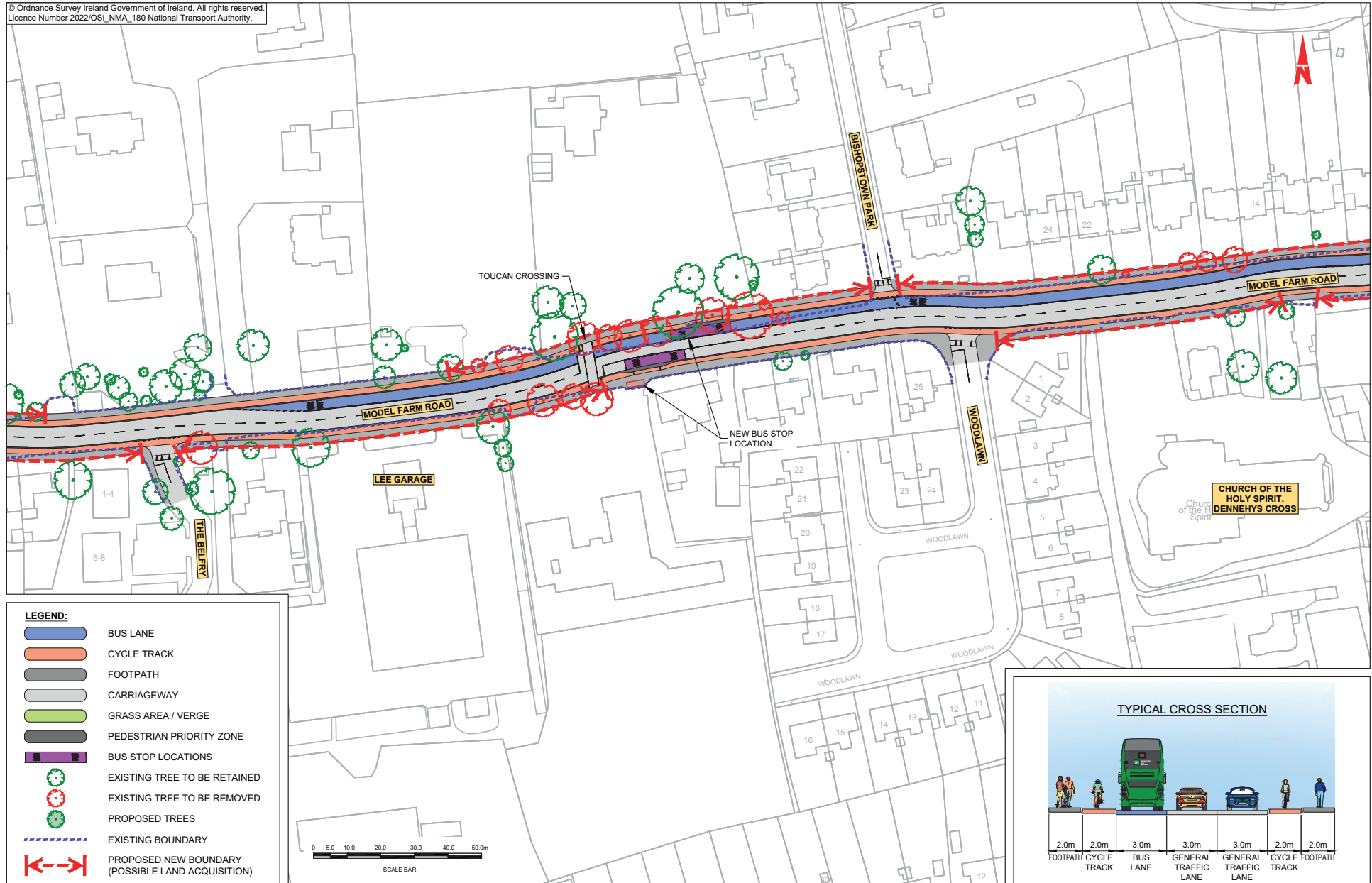


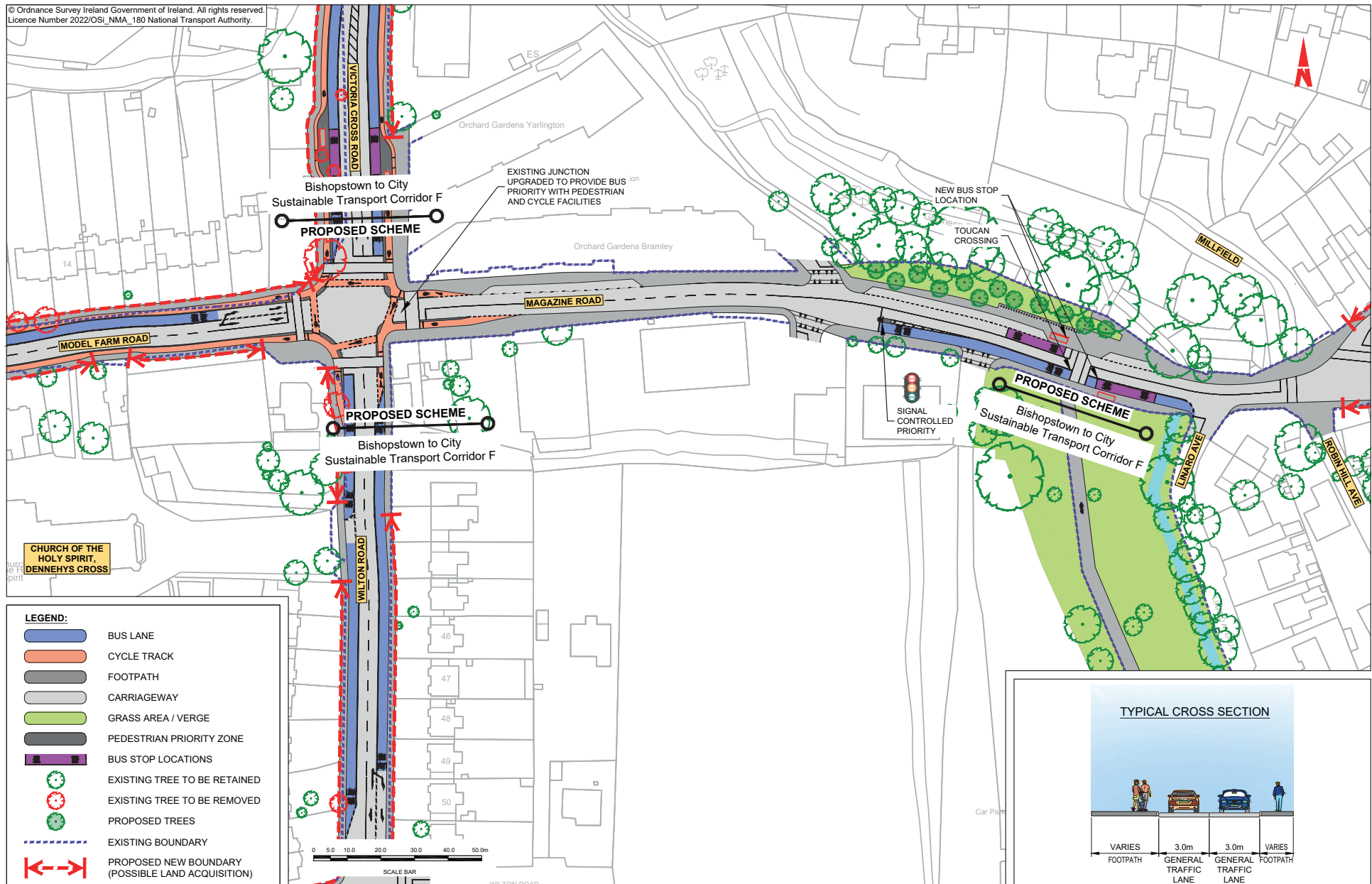


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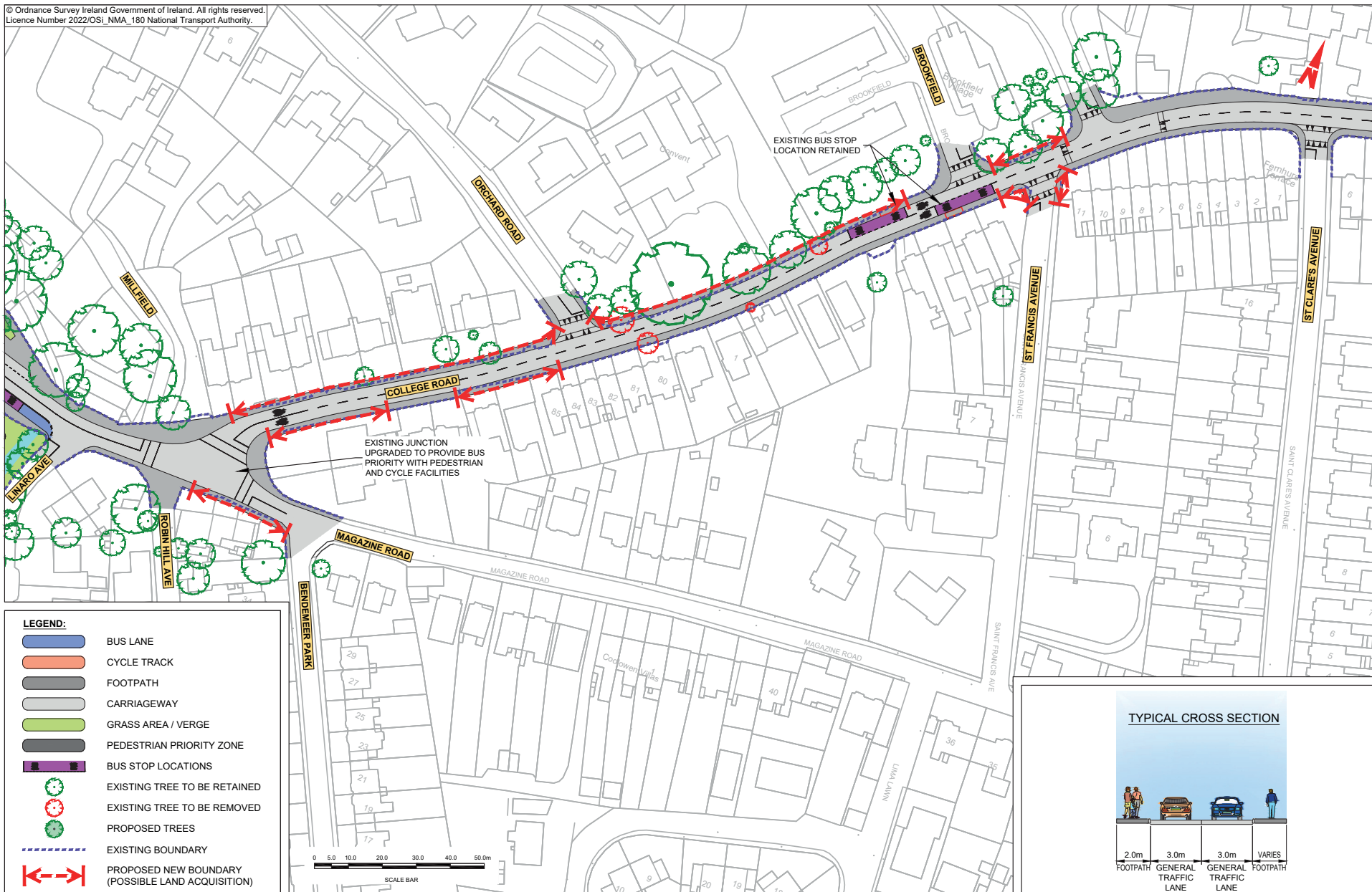


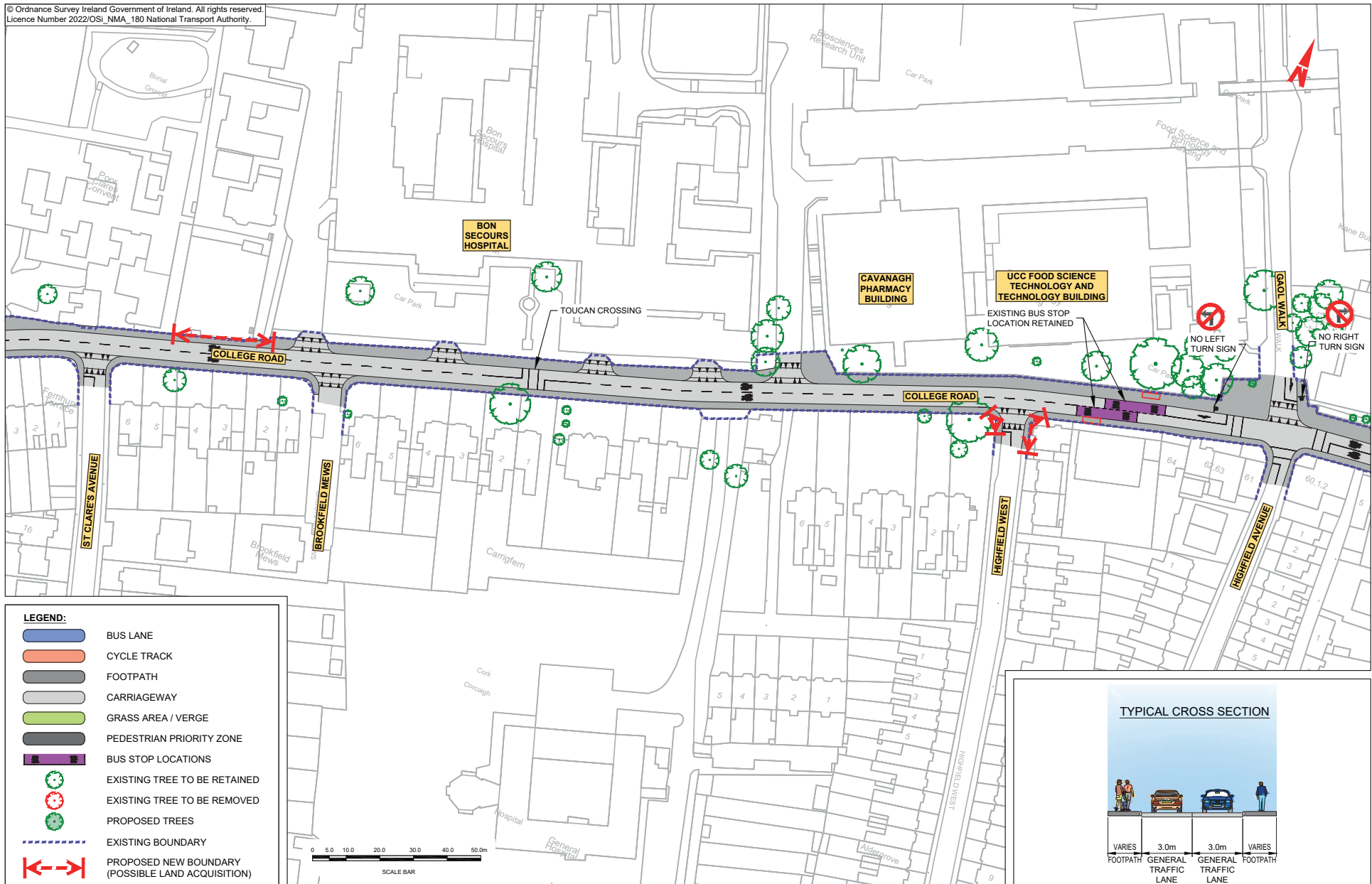
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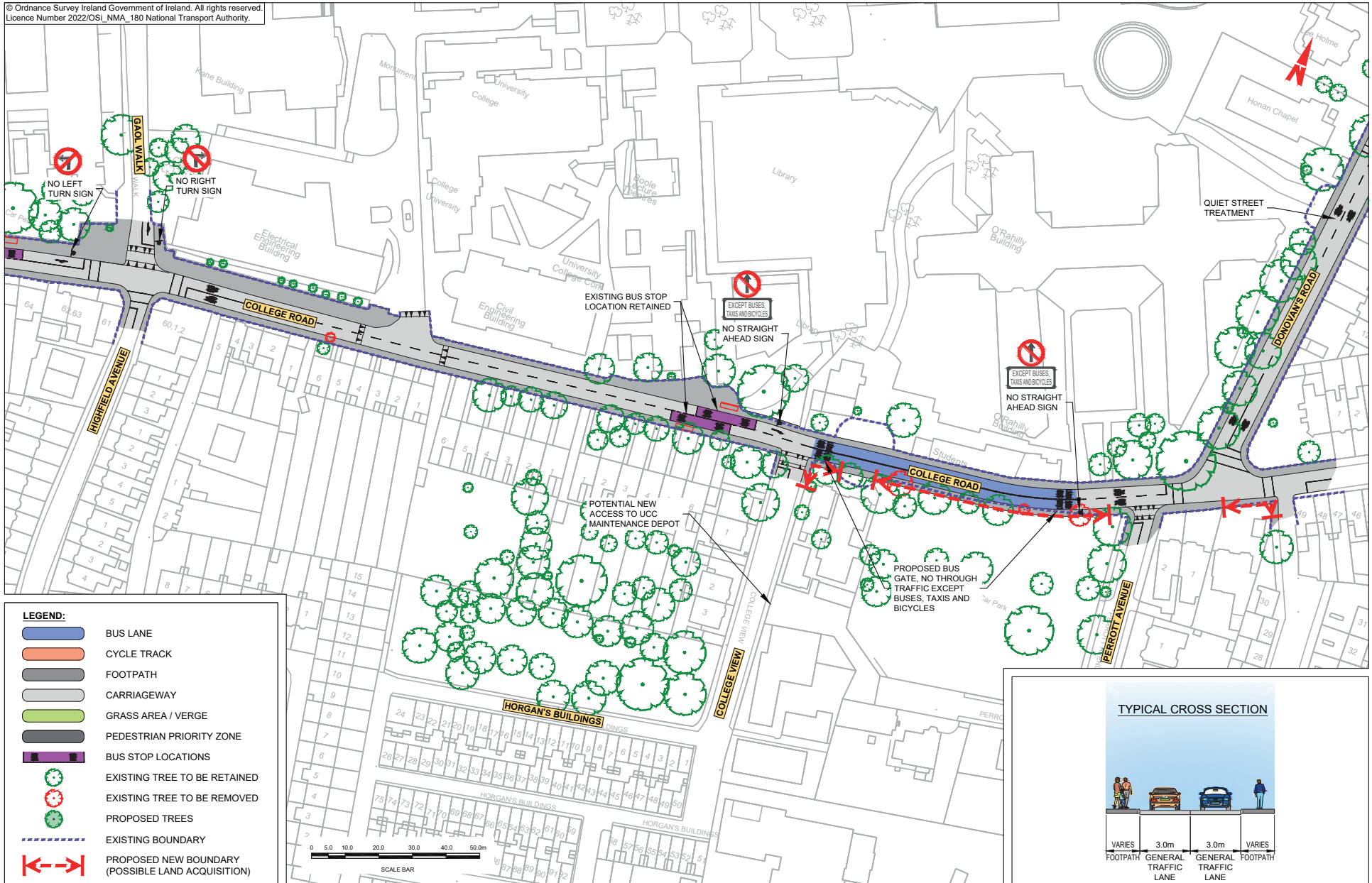


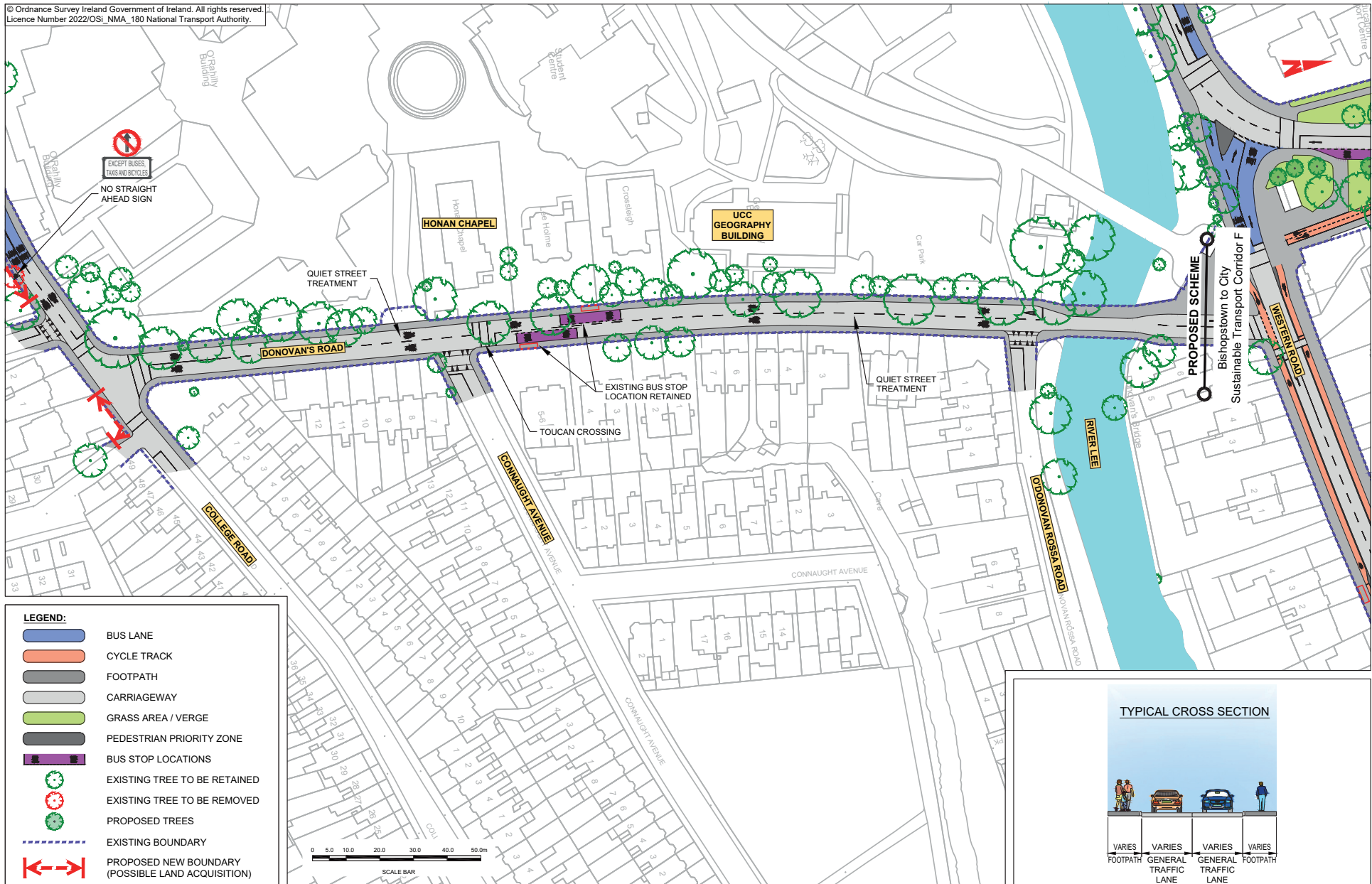
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