

Draft Cork
CYCLE
Network



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

AECOM

NTA
Údarás Náisiúnta Iompair
National Transport Authority

1. Introduction

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including Cork. CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland.

This will include existing cycle networks such as urban cycle routes, greenways and interurban routes. This will be supplemented by proposed cycle routes/links outlined in latest development and transport plans, and other networks required to maximise the connection of the network to communities. It should be noted that this network does not specify any infrastructure types on any route and is focused on highlighting the key links required to form a comprehensive cycle network connecting all major communities and destinations.

This note will briefly summarise the proposed cycle network for Cork. For details of methodology, national policy and the overall aspirations for the CycleConnects networks, please refer to the main report of which this technical note is an appendix of.

2. Cork Population and Settlements

County Cork is located in the south of the country, in the province of Munster and is bordered by counties Kerry, Limerick, Tipperary, and Waterford.

According to the CSO 2016, the county has a population of 374,725 inhabitants. Table 2.1 below shows the population of towns within Cork with at least 1,000 people. Cork City, Carrigaline, Cobh, Midleton, Mallow, Youghal, Bandon, Fermoy, Passage West, Kinsale, and Carrigtwohill are the only settlements with at least 5,000 people with all other towns having a population of less than 5,000.

Table 2.1: Population Settlements in Cork

City/Town	Population (2016)
Cork City	208,669
Ballincollig	18,621
Carrigaline	15,770
Cobh	12,800
Midleton	12,496
Mallow	12,459
Youghal	7,963
Bandon	6,957
Fermoy	6,585
Passage West	5,843
Kinsale	5,281
Carrigtwohill	5,080
Clonakilty	4,592
Rathluirc (Charleville)	3,919
Macroom	3,765
Mitchelstown	3,740
Skibbereen	2,778
Bantry	2,722
Crosshaven - Churchbay	2,577
Kanturk	2,350
Cloyne	1,803
Rathcormac	1,762
Dunmanway	1,655
Castlemartyr	1,600
Millstreet	1,555
Watergrasshill	1,346
Whitegate	1,154
Killumney	1,132
Kilworth	1,055
Aghada - Farsid - Rostellan	1,030

3. Existing Cork Policies and Plans

Cork County Development Plan 2022-2028

The Cork County Development Plan (CCDP) came into effect on the 6th of June 2022 and sets out the overall strategy and vision for the proper planning and sustainable development of the county over the 6-year plan period. It has been prepared in accordance with Part 2, Chapter 1 of the Planning and Development Act 2000 (as amended), the National Planning Framework 2018 and the Southern Region Regional Spatial and Economic Strategy and Cork Metropolitan Area Strategic Plan (MASP) 2020. The CCDP is a material consideration in the decision making on the future planning applications with Co. Cork.

As Cork is Ireland’s largest county, it requires a more targeted strategy approach. As such this plan sets out the County strategy in relation to four ‘Strategic Sub Areas’ that best reflect the differing mix of socio-economic, cultural, and environmental issues that define the main areas within the County.

Transport and Mobility

Chapter 12 of the CCDP set out the strategic objectives and policies for transport and mobility within County Cork.

One of the fundamental objectives of the CCDP is to achieve ease of movement with accessibility and permeability within and between settlements. This is to be achieved by strategic prioritisation such as "putting people before traffic" as well as adopting an “Avoid-Shift-Improve” Framework, as supported in Project Ireland 2040 and Cork Metropolitan Area Transport Strategy (CMATS). The goal is to achieve the outcome of direct streets and routes that encourage walking and cycling as envisioned in DMURS. The specific transport and mobility strategic objectives relating to cycling and cycle infrastructure are as follows:

Table 3.1: Transport and Mobility Objectives in CCDP

County Development Plan Objective	
TM 12-1	<p>Integration of Land Use and Transport</p> <p>Support and facilitate the integration of land use with transportation infrastructure, through the development of diverse, sustainable, compact settlements, to achieve sustainable transport outcomes, with the pattern, location and design of new development in the County to support existing and planned well-functioning, integrated public transport, walking and cycling transport modes.</p> <ul style="list-style-type: none"> a) The Council will support delivery of transport programmes and policies that have been committed to in Project 2040 and the Cork Metropolitan Area Strategic Plan as they apply to County Cork. b) Residential development will, where possible, be carried out sequentially, whereby lands which are within or contiguous with the existing urban areas, and which are, or will be, most accessible by walking cycling or public transport - including infill and brownfield sites – are prioritised. c) Future developments will be planned and designed to maximise their accessibility by public transport, walking and cycling and in particular, larger scale, trip intensive developments, such as offices and retail, will generally be focused into central locations highly accessible by sustainable transport modes; d) New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport. Within Metropolitan Cork, trip intensive developments or significant levels of development will occur in locations which are well served by existing or proposed high capacity public transport;

	<ul style="list-style-type: none"> e) Development in smaller rural towns will optimise public transport and sustainable travel integration within settlements. Public transport interchanges will be supported to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements. f) Higher residential development densities will be promoted in settlement centres benefiting from high quality provision of public transport services. g) Local Transport Plans will be prepared for key towns and larger towns with a population at or approaching 10,000 in order to maximise the integration of land use and transport planning. The preparation of Local Transport Plans will include a detailed analysis of permeability to facilitate the delivery of the 10-minute town concept optimising the potential for climate change mitigation and adaptation, providing protection for biodiversity and enhancing public realm. Local Transport Plans will be prepared in consultation with NTA and TII and will have regard to NTA/TII Area Based Transport Assessment (ABTA) Advice Note (2018 or any subsequent revision) and supplementary ABTA How to Guide, Guidance Document, Pilot Methodology (2021). h) The Council will promote coordination between all agencies involved in the provision of transport services. i) The design of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets, being the designated appropriate road design standards for such locations. DMURS will be implemented in the preparation of all statutory and non-statutory plans and through the development management process. j) The strategic transport function of national roads will be maintained and protected in accordance with national policy. k) See also TM 12-7 CMATS
<p>TM 12-2</p>	<p>Active Travel</p>
<p>TM12-2-1</p>	<p>Deliver a high level of priority and permeability for walking and cycling to promote accessible, attractive, liveable, vibrant and safe settlements to work, live, shop and engage in community life, within a ten-minute walk of one’s home. Prioritise development in our settlements that is well located and designed to facilitate walking, cycling and public transport trips. Promote equal access for all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling.</p> <ul style="list-style-type: none"> a) New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance. b) All new developments are to be designed to latest DMURS standards, unless precluded by space or other constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility. c) Applications for all new developments are to be accompanied by a statement of how enhanced and inclusive permeability will be achieved, to include a statement of compliance with DMURS (2020 or later revision) and a quality audit (as referred to in DMURS). d) Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips. e) Walkability and accessibility by walking mode will be a central objective in the planning and design of all new transport infrastructure and public transport services. f) Public realm upgrades will be promoted to enhance walking and cycling provision in settlements.

	<p>g) Deliver settlements that offer a broad range of services as well as diverse and higher density residential development to support walking and cycling.</p> <p>h) Support the function of the Cork Metropolitan Area Transport Strategy to achieve higher rates of modal shift to sustainable transport.</p> <p>Encourage mixed use developments on regeneration-sites within town centres where appropriate.</p>
TM 12-2-2	<p>Promote and facilitate an active travel culture in the County where active travel is a viable choice.</p> <p>a) Engage with representatives of disability rights associations when planning accessibility works to ensure that the perspective of vulnerable road users is taken into account.</p> <p>b) Support the delivery of the cycle network set out in the Metropolitan Area Cycle Network Plan subject to SEA and AA where required.</p> <p>c) Support delivery of cycle routes, Greenway and Blueway corridor projects subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018.</p> <p>d) Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe walking and cycle routes particularly in the approach to schools.</p> <p>e) Engage with other agencies to explore the potential for the designation of cycling corridors, such as grey lanes, on particular routes within the existing road network.</p> <p>f) Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel.</p> <p>g) Promote sustainable pedestrian and cyclist greenway initiatives, maximising the potential for inter connections between greenways, and connections from residential and employment areas to greenways, subject to robust site selection processes and environmental assessment processes.</p> <p>Seek to improve connectivity within the County and region for walking routes and commuter cycling routes and recreational amenity functions.</p>
TM12-2-4	Deliver Inter-Urban Cycle Route IU-1 (CMATS), high-quality pedestrian cycle connectivity between Dunkettle and Midleton, ultimately connecting to the Midleton-Youghal Greenway.
TM12-2-5	New paths and cycleways/ greenways and upgrades to existing paths and cycleways/greenways will be sensitively designed having regard to environmental, nature conservation, landscape and other heritage considerations, and committing, in particular to providing appropriate set-backs from water courses where new paths and cycleways/greenways are proposed along rivers, streams, lakes or other sensitive areas. The development of a greenway strategy for the County is required to guide consideration of future greenway identification and development in a plan-led approach.
TM12-2-6	Deliver the Cork Harbour Greenway, a component of the Lee to Sea Greenway, subject to environmental assessment. See also TM 12-2-5
TM 12-7	CMATS
	Support the implementation of the Cork Metropolitan Area Transport Strategy

Walking and Cycling

It is noted in the CCDP that modal shift from car use is not being achieved. Citing census data showing among employees living in Cork County less than 1% of commuters cycled to work, less than 3% used public transport and less than 6% walked to work in 2016. As such the Plan places a strong emphasis on the provision and maintenance of active travel infrastructure in order to encourage this modal shift.

To achieve the 10-minute town concept successfully, as described in the CCDP, requires the protection and enhancement of walking and cycling routes, in particular routes which provide access to neighbourhood or town centres, public transport, local employment areas, areas of recreation, community facilities, and schools. As such, the Plan states that new developments should be optimally permeable for walking and cycling and opportunities for retrospective implementation of walking and cycling routes should be taken where practical in existing neighbourhoods.

Cork County Council acknowledges that in order to promote and encourage a modal shift to cycling effectively, safety and parking facilities must also be provided to new and existing developments, and the need to identify and develop more dedicated cycling and walking routes.

The Council is actively exploring new routes for provision of cycling throughout the county. It is also a long-term goal to develop the Wild Atlantic Way Coastal Path from Malin Head to Kinsale to facilitate visitors for walking and cycling of the Wild Atlantic Way.

Greenways

The plan acknowledges the importance of Greenway routes and outline its goal to utilise to its fullest extent as travel, economic and recreational infrastructure. The Council will engage with Iarnród Éireann and the NTA regarding any integration of cycleways and walkways with the existing rail stations along the eastern rail corridor.

Citing the success of existing greenways within the county, Cork County Council are actively assessing sites for the development of active travel infrastructure. Current developments include construction of the 23km Midleton to Youghal greenway, which is due to be completed by 2023, the planning of the Inter-Urban Cycle Route/Greenway, and the planning of the Cork Harbour Greenway. There are also several ongoing feasibility studies on the potential to develop greenways along some of the abandoned rail networks in the south and west of the county

The specific greenway strategic objectives relating to cycling and cycle infrastructure are outlined in Table 3.2 below:

Table 3.2: Strategic Greenway Objectives in CCDP

County Development Plan Objective	
TO 10-8	Walking/Cycling and Greenways Promote the development of greenways, walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.
TO 10-9	Greenways Support the development of a county-wide greenway strategy in Cork, building on the feasibility studies that have already been carried out to date and having regard to the changing national and regional policy context. The strategy would identify and prioritise suitable greenway routes to be progressed through the relevant environmental and ecological impact assessment/design/consent processes and to support the funding and delivery of such projects.
GI 14-1	Countywide Green and Blue Infrastructure objectives <ol style="list-style-type: none"> a) Create an integrated and coherent green infrastructure for the County by encouraging the retention and strengthening of substantial networks of green space in urban, urban fringe and the wider countryside to serve the needs of communities now and in the future and as a key contributor to climate mitigation and climate adaptation. b) Develop the green infrastructure network (including green corridors) to ensure the conservation and enhancement of biodiversity, including the protection of Natura 2000 European Sites, the provision of accessible parks, open spaces and recreational facilities (particularly within settlements), the sustainable management of water, the maintenance of

	<p>landscape character and the protection and enhancement of architectural and archaeological heritage.</p> <ul style="list-style-type: none"> c) Capitalise on and highlight the multifunctional benefits/opportunities (ecosystem services) that green and blue infrastructure can present. Seek to advance the use of nature based solutions as an alternative to traditional infrastructure. Seek to advance an ecosystem services approach and ecosystem services valuation as a decision-making tool in plans and projects. d) Recognise rivers and streams (and their wider riparian corridors) as one of the natural foundations for multi-functional green and blue infrastructure corridors. Seek to strengthen ecological linkages which watercourses have with other water dependent habitats as well as with hedges/treelines, woodland and scrub in the wider landscape. e) Ensure that all settlements have an adequate level of quality green and recreational infrastructure (active and passive) taking into account existing deficits, planned population growth as well as the need to serve their surrounding hinterlands. f) Achieve a net gain in green infrastructure through the protection and enhancement of existing assets and through the provision of new green infrastructure as an integral part of the planning process. Encourage the provision of different green infrastructure elements, such as trees in urban areas and green roofs in town centres, so that a net gain in green infrastructure is achieved over the lifetime of this Development Plan. g) Seek to increase investment in green infrastructure provision and maintenance by accessing relevant EU funding mechanisms and national funding opportunities including tourism related funding. h) Integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting biodiversity and other landscape resources. i) Support initiatives and programmes which seek to strengthen the green and blue infrastructure and work with communities and other stakeholders in furthering the green and blue infrastructure concept.
GI 14-11	<p>Draft Landscape Strategy, Land Use Plans and Policy Guidance</p> <p>Have regard to the Draft Cork County Landscape Strategy (2007) in the preparation of plans and other policy guidance being prepared during the lifetime of the Plan. Review and update the Draft Cork County Landscape Strategy as soon as is practicable following the publication of a National Landscape Character Assessment as well as taking into account any associated guidelines. Whilst advocating the protection of such scenic resources the Plan also recognises the fact that all landscapes are living and changing, and therefore in principle it is not proposed that this should give rise to the prohibition of development along these routes, but development, where permitted, should not hinder or obstruct these views and prospects and should be designed and located to minimise their impact. This principle will encourage appropriate landscaping and screen planting of developments along scenic routes.</p>
GI 14-14	<p>Scenic Routes</p> <ul style="list-style-type: none"> a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area. b) Encourage appropriate landscaping and screen planting of developments along scenic routes (See Chapter 16 Built and Cultural Heritage).

Cork Metropolitan Area Transport Strategy 2020

The Cork Metropolitan Transport Strategy (CMATS), sets out by the National Transport Authority, puts forward a number of proposals for the transport network in Cork by 2040. CMATS represents a coordinated land use and transport strategy to cater for increased travel demand associated with economic and population growth in Cork. This includes providing a

coherent, safe and attractive cycle network that will support a shift from the private car to cycling.

The cycle network proposed as part of CMATS is the same network proposed by the Cork Metropolitan Cycle Network 2017. CMATS notes key priorities for the implantation of the cycle network as follows:

- Designating a coherent network of east-west and north-south cycle routes across the area which will provide access to all major trip generators.
- The first priority in terms of access will be employment areas and third level education followed by schools. These priorities have been established to support proposed modal shift targets. Cycle links to new development areas have also been prioritised.
- Providing the highest possible Level of Service on identified corridors of high demand.
- Identifying and maximising opportunities for high quality greenways and quietways.
- Responding to feedback from key stakeholders and the public.

There is also the proposed east to west greenway “Lee to Sea” from Ballincollig to Crosshaven. This incorporates the Lee Fields, city quays, the Marina and the Old Passage railway line. Figure 3.1 outlines the proposed cycle network as part of CMATS. It should be noted that this network includes the urban areas of Cork City, Ballincollig, Passage-West, Carrigtwohill, Midleton, Cobh and Carrigaline.

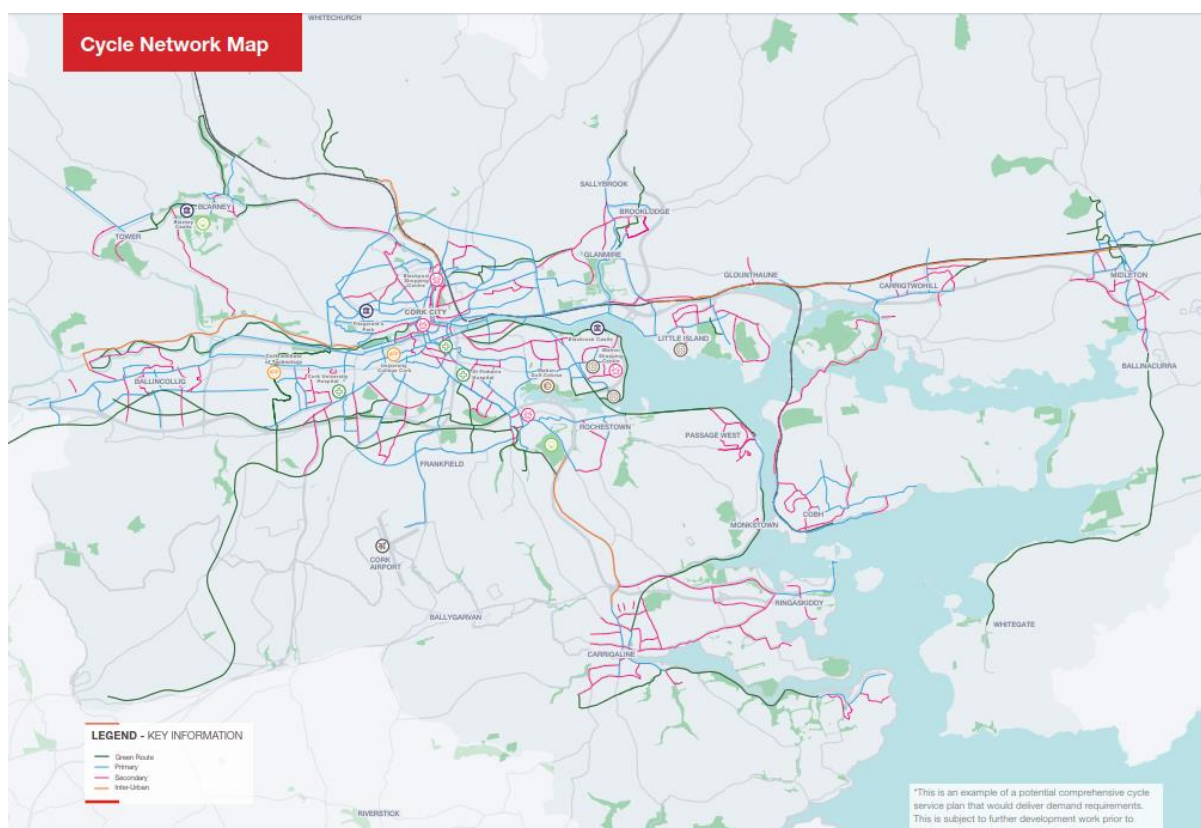


Figure 3.1: Proposed Cork Metropolitan Area Cycle Network (CMATS 2020)

Cork City Development Plan 2022 - 2028

The Cork City Development Plan is currently at draft stage but is expected to be finalised in 2022 and run until 2028. One of the principles is to develop a transformed sustainable transport system with a significant shift toward walking, cycling and public

transport and to enshrine this in all developments across the city. This is also related to sustainable principle in transforming Cork into a ‘resilient City’ and contribute to a framework for the transition to a low-carbon and climate-resilient City. In the plan, cycling has been identified as a low cost and fast-growing mode of transport in Cork. Figure 3.2 outlines the Cork City growth area. This includes the broad Cork City Area in the centre along with the town of Ballincollig in the south-west.

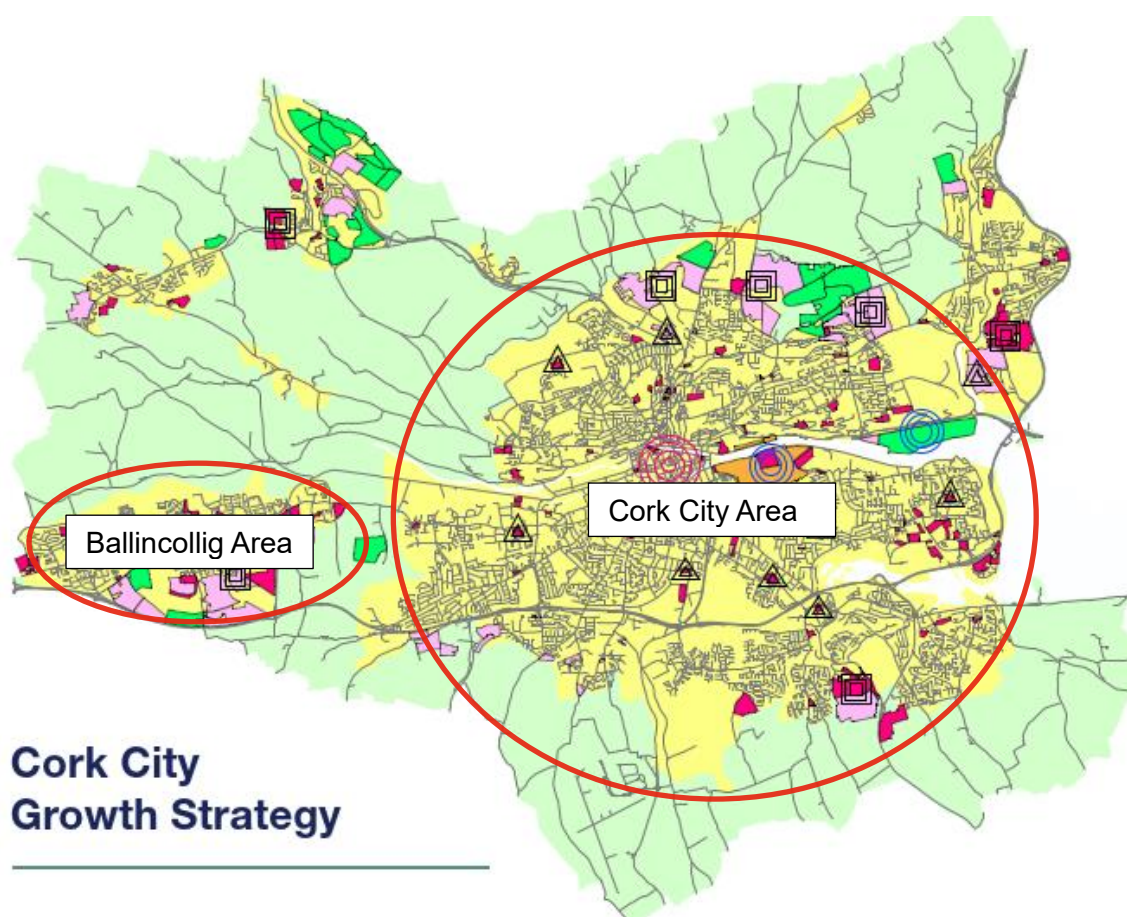


Figure 3.2: City City Growth Strategy (2022 Cork City Development Plan)

Chapter 4 discusses Transport and Mobility policies and objectives for the city. This includes the following strategic objectives:

- To support the implementation of the Cork Metropolitan Area Transport Strategy (CMATS)
- To promote and prioritise sustainable transport including active travel (walking and cycling) and public transport housing and employment development will be prioritised in locations where it can be served by walking, cycling and public transport. Cork City Council will support the delivery of multi-modal travel integration, smart mobility and transport networks and services that are accessible to all.
- Proposals for new development in Cork City will be required to minimise the need for the private car, prioritise walking, cycling and public transport, be permeable, safe and secure for walking and cycling and where possible provide for filtered permeability.

A five year plan for cycling between 2021 and 2025 is also outlined in the latest City Development plan where in excess of 100km of new and upgraded cycle facilities are to be delivering during its lifetime. This is shown Figure 3.3 below:

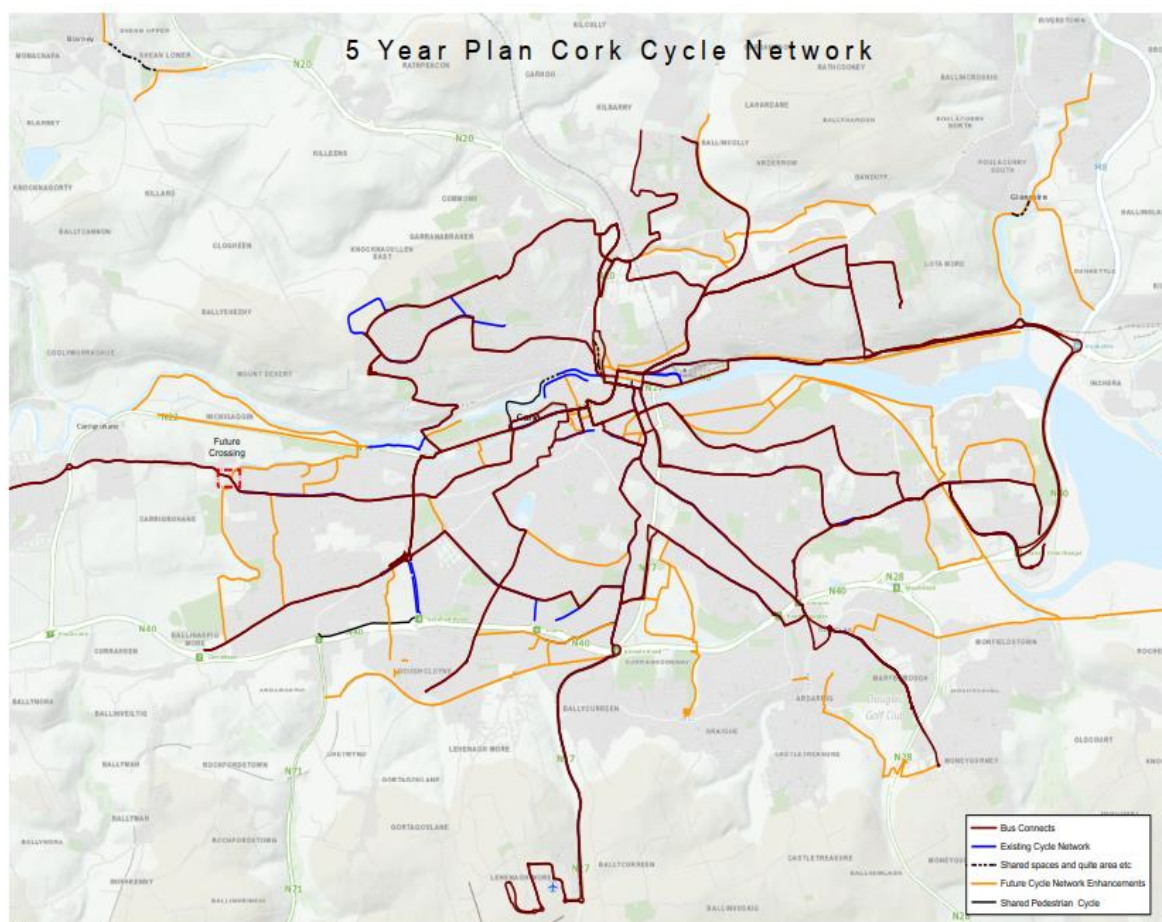


Figure 3.3: Indicative 5 Year Cork Cycle Network Map (2022 Cork City Development Plan)

The following are mobility and transport Objectives outlined in the city development plan which development of the urban cycle network for Cork can assist in:

- **Objective 4.1 – CMATS:** Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure.
- **Objective 4.2 – Cork City Movement Strategy:** Cork City will work in cooperation with the NTA to complete the rollout of the City Centre Movement Strategy
- **Objective 4.4 – Active Travel:**
 - To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city.
 - To support the expansion of the Cork Bikes scheme.
 - To accommodate other innovations such as electronic bikes, public car hire, and other solutions that will encourage active travel.
 - To support the rollout of the NTA 5 Year Cycle Plan.

- To support and engage with the Safe Routes to School programme.
- **Objective 4.5 – Permeability:**
 - All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.
 - To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed.
 - Prepare a permeability strategy for areas throughout the city.

The City Development Plan also outlines the following walking and cycling improvement schemes outlined in more detail:

- **Lee to Sea Greenway:** The Lee to Sea Greenway envisions a high quality walking, running, and cycling route through Cork city, county and around its harbour. Commencing at Inniscarra Dam, the Lee to Sea will follow the River Lee through Cork City Centre via the City quays before travelling along the western shore of Cork harbour before terminating at the Harbour mouth. The greenway will connect the city and its hinterland to the two defining features of the local landscape the glacial Lee valley and Cork harbour. Amongst the benefits accruing include improvements physical and mental health reductions in air borne pollution and carbon emissions whilst boosting businesses and tourism. During the lifetime of this plan Cork City Council will collaborate closely with key stakeholders including the NTA, TII, Cork County Council and other stakeholders to deliver on this project which will be a significant catalyst towards sustainable travel in the Cork Metropolitan Area.
- **Lehanaghmore Road Improvement Scheme:** In addition to road enhancements in this area of the city this contains a suite of measures aimed at improving pedestrian connectivity including new footpaths, pedestrian crossings and a new pedestrian cycling bridge which will link to the planned Greenway on the former Cork-Bandon railway line. This scheme will provide connectivity between the Togher and Lehanaghmore and further on the City Centre and western suburban and will address the infrastructural deficit which has been more acute as the area developed in recent years.
- **Glanmire Roads Improvement Scheme:** This scheme contains measures designed to address connectivity issues and will allow for more seamless connections between the three villages that comprise the settlement, Glanmire, Sallybrook and Riverstown. Amongst the measures proposed are dedicated off road, segregated cycling routes and the development of a Greenway linking Glanmire Community College to Riverstown and Colaiste na Piarasaigh.
- **Passage Railway Greenway:** The Passage Railway Greenway was previously identified as a key transport corridor by Cork City Council as it has the potential to provide the best quality and most direct route for pedestrians and cyclists between the City Centre and Mahon. It recommended various improvement measures to the greenway including the widening of the existing route, the provision of lighting and the improvement of access to the greenway. The project will provide significantly improved facilities for cyclists and pedestrians along the greenway route from Páirc Uí Chaoimh to Mahon and improve its amenity value. The heritage of the Cork,

Blackrock and Passage Railway will be highlighted by incorporating as much of the remaining railway infrastructure into the scheme as possible. The existing access points will be improved, and new accesses provided along in conjunction with a widening over its entire length and the provision of lighting and CCTV to enhance security. In addition, this route may be shared by the proposed Light Rail section between Mahon and the City Centre.

- **Grange Road Transport Corridor & Tramore Valley (N40 bridge):** Currently Pedestrian and cycle access to Tramore Valley Park and the wider City centre from the Grange Frankfield area of Douglas is severed by the N40 South Ring Road with crossing points limited to Douglas Village and Kinsale Road interchange. The Cork Cycle Network Plan 2017 provides a clear strategy for the future development of the cycling network within the Metropolitan Area. The aim is to encourage a greater use of cycling for trips to work, school, recreation and leisure. Cork County Council initiated a proposal to construct a pedestrian and cycle link from the Grange Road, Douglas to the Tramore Valley Park to include a pedestrian and cycle bridge over the N40. The proposal consists of a 4m wide path, circa 995m long extending from Grange Rd north to the N40 South Ring Road and then includes a bridge over the N40 to create a connection to the Tramore Valley Park. There is an existing trail located within the woodland area which commences to the west of Amberley Heights terminates to the west of Alden Grove. The proposed path will extend the trail to connect with Grange Road to the south and the Tramore Valley Park to the north via an overbridge over the N40 South Ring Road where a path will continue through the Park and on to Cork city. The proposed path will provide a safe and direct off-road route for commuter, school and leisure trips from the Grange Road and Donnybrook to Douglas, Turners Cross and Cork City.
- **Ballybrack Valley Pedestrian and Cycle Track:** The purpose of the extension is to connect the existing Ballybrack Pedestrian and Cycle Path with Maryborough Hill and a new proposed residential development on the R609 Carrigaline Road. The long-term objective is to provide a cycle link between Carrigaline and the South Environs with the City Centre.

Future Local Transport Plans

Cork County Council are required to develop Local Transport Plans as part of their Development Plan process. While the cycle network outlined in this plan has been created to reflect current transport arrangements, it may be subject to change based on the more detailed analysis and recommendations developed as part of the LTP process.

4. Proposed Cork Cycle Network

Introduction

Following a review of existing data, policies and conducting workshops with Cork County Council and Cork City Council to review the draft cycle network, the following summarises the methodology and proposed CycleConnects network development for Cork. The full details of how all the CycleConnects networks were developed are available in the NTA Consultation website.

Prior to developing the Cork County Network, a GIS model was established for the county. This model mapped all existing information made available for the county, supplied by various bodies including the NTA, CSO, Department for Transport, Transport Infrastructure Ireland, Department for Education Cork City Council, and Cork County Council. The data collected includes:

- Locations of major employment and job density
- Existing cycle infrastructure and routes
- Existing bus stops, rail lines and other public transport
- Location of schools and education centres
- Shopping centres, hospitals and other destinations that may attract cyclists

The collation of this data has aided the selection of cycle routes in Cork that are available to as many people as possible. It has also allowed for the servicing of key destinations within County Cork.

Methodology

Following the collation of existing data, the cycle network plan for Cork was developed. This is based on a three-tier system outlined in Figure 4.1 below.

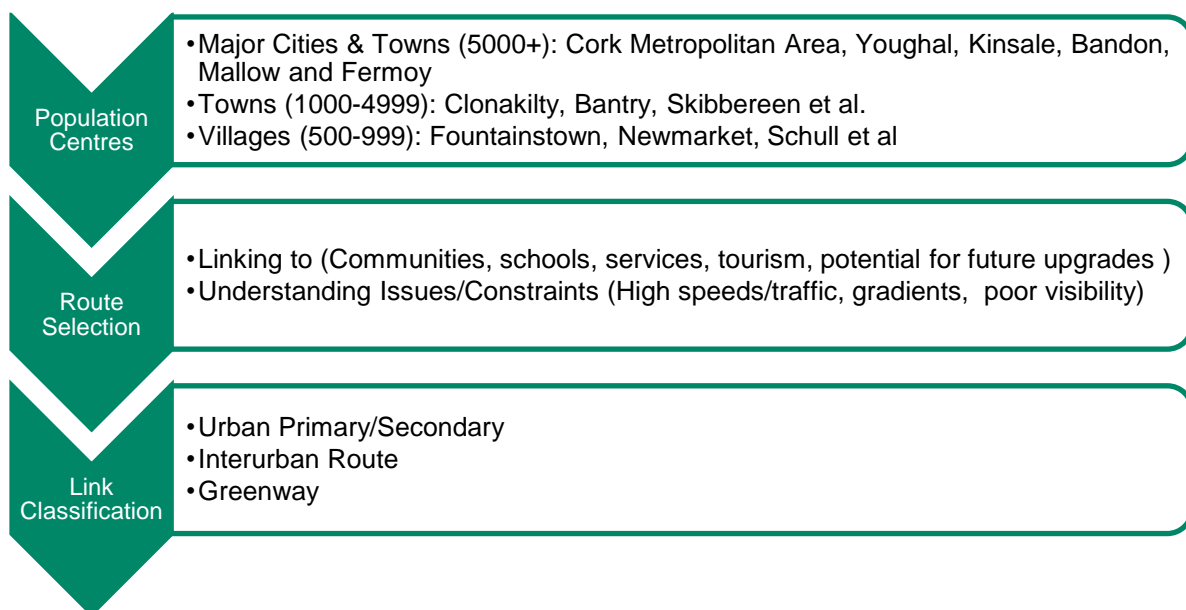


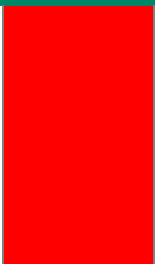
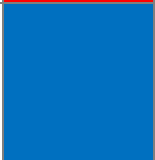
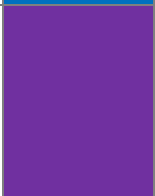
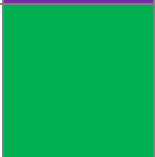
Figure 4.1: CycleConnects Network Development Methodology

Population Centres: The Cork CycleConnects Network will look to link towns and villages together as part of a fully connected network. Thus, the Cork Metropolitan Area was mapped, and larger towns Youghal, Bandon, Kinsale, Mallow and Fermoy also. By mapping all towns and villages, a profile emerged of where most people in Cork were situated and where potential cycle routes should be provided. CSO Settlement data was also referenced to inform where people were located within the county.

Route Selection: Once the population areas were established, potential routes were then considered along strategic corridors. This allowed multiple communities to be linked along individual interurban routes both within the county and into adjacent counties. Where possible, these routes were also located within TII National Cycle Network Corridors. This avoided too many parallel cycle routes being developed and for an integrated cycle network to be developed within the county.

Cycle Route Classification: The route classification for each route has been summarised below in Table 4.1. It should be noted that this link classification does not reflect the existing condition of roads for cycling but seeks to highlight their potential for various route classifications. For example, while there are many interurban routes that currently have no cycle infrastructure, the aspiration will be to target these over the next decade for appropriate upgrades.

Table 4.1: CycleConnects Route Classification

City/Town	Colour	Description
Urban Primary		High quality cycle route that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form distinctive radial and orbital cycle routes in the major towns and cities. These primary routes should also form a cohesive and connected network within the urban area that will be simple for cyclists to navigate
Urban Secondary		Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas
Interurban		On-road cycle route to link all key settlements and destinations outside urban areas both within the county and into adjacent counties. These may have potential to provide off-road/segregated routes parallel to the existing road in later years.
Greenway		Off-road cycle route with no adjacent traffic for the majority of its route. These are typically located on old rail trails and blueways (routes along rivers, lakes and canals) with cyclists sharing the route with pedestrians.

Proposed Cork County Network

Following the methodology outlined above, the Cork County Cycle Network has been outlined in a series of maps shown in Table 4. below. For the Cork City area, the area outlines the broad area shown in Figure 3.2. Due to the detail of the network, an additional map for the Cork City Centre area has also been produced. A separate map has also been developed to illustrate the Ballincollig area. Additional urban maps have been developed for the remaining

urban areas in the Cork Metropolitan Area, with a population of at least 5,000 people. These are Carrigtwohill, Midleton, Cobh, Passage-West and Carrigaline. Other urban areas in Cork County with a population of at least 5,000 people also have an urban cycle map illustrated. These remaining urban areas are Youghal, Kinsale, Bandon, Mallow and Fermoy. These maps are available to view PDF when selecting county Cork in the NTA consultation page.

Table 4.2: Cork County Cycle Network – List of Maps

Cycle Map List
Cork County Cycle Network
Cork Urban Cycle Network
Cork City Center Cycle Network
Ballincollig Urban Cycle Network
Carrigtwohill Urban Cycle Network
Midleton Urban Cycle Network
Cobh Urban Cycle Network
Passage-West Urban Cycle Network
Carrigaline Urban Cycle Network
Youghal Urban Cycle Network
Kinsale Urban Cycle Network
Bandon Urban Cycle Network
Mallow Urban Cycle Network
Fermoy Urban Cycle Network

Interurban Link Development

The primary towns with a population of over 1,000 were connected via interurban links. Where possible, towns with a lower population that were located along the route were included in the routes. Connections were also made to larger cross border towns in order to create a more comprehensive cycle network. The selection of interurban routes was also influenced by the location of schools/sports grounds on various parallel routes.

As part of the development of the interurban network, the Google travel planning tool was utilised to assist in selecting the most appropriate route between the various settlements. This included avoiding routes/routes with excessive gradients. In some cases, selecting a sufficiently flat route was not available. Thus, the most available flattest route was selected. However, some routes were modified slightly to connect with adjacent towns/villages or key destinations such as schools, sports pitches or tourist attractions.

The TII National Cycle Network Corridors have also been used to overlap corridors. These include corridors and routes into counties Kerry, Waterford and Limerick.

Greenway Route Integration

There are a number of proposed greenways included in the County Cork Network. These include the following greenways:

- West Cork Greenway
- Midleton to Youghal Greenway
- Clonakilty to Baltimore Greenway
- Mallow to Dungarvan Greenway
- Macroom to Ballincollig Greenway
- Lee to Sea Greenway
- Cork Harbour Greenway
- Muskerry Greenway

West Cork Greenway

The West Cork Greenway is being investigated by Cork County Council. It is proposed to run along the abandoned rail lines in South and West Cork. A preliminary feasibility study has been carried out.

The finalised route for the greenway is still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Midleton to Youghal Greenway

The proposed Midleton to Youghal Greenway is a 23 km long off-road walking and cycling route, connecting the towns of Midleton, Mogeely, Killeagh and Youghal.

Part 8 planning for the development of the Midleton Youghal Greenway was secured in 2019 and the project will be delivered by Cork County Council with funding from the Department of Transport under Project Ireland 2040. This Greenway began construction in 2022.

Mallow to Dungarvan Greenway

The Mallow to Dungarvan Greenway is proposed to be a 74-km long walking and cycling path that would connect Dungarvan in County Waterford to Mallow in County Cork. The greenway is expected to follow the general route of the old rail line between the two towns. The aim is for the route to also pass through the settlements of Cappoquin, Lismore, Ballyduff, Clondulane, Fermoy, Ballyhooly, and Killavullen.

The finalised route for the greenway is still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.

Macroom to Ballincollig Greenway

This is a proposed greenway to link Ballincollig at the western side of Cork City with Macroom in the west. This is at early planning/feasibility stage so the finalised route may be subject to change.

Lee to Sea Greenway

This is a proposed greenway to link Ballincollig at the western side of Cork City with Crosshaven, via Cork City centre, Passage West and Carrigaline. The route is intended to follow the path of the River Lee. This is at early planning/feasibility stage so the finalised route may be subject to change.

CMATS Greenways

There are many other greenway routes planned as part of the Cork Metropolitan Area Transport Strategy. These have been illustrated on the relevant mapping. The finalised routes for many of these greenways are still unknown at this stage so they may be subject to change once the finalised routes are known.

Urban Network Development: Cork Metropolitan Area

An urban cycle network was developed for the various urban areas (with a population of at least 5,000) that make up the Cork Metropolitan area. The CMATS cycle network (See figure 3.1) and Cork City Development Plan has been used as a basis for the proposed cycle network in Cork City and the other urban areas that make up the Cork Metropolitan Area. These are outlined in greater detail below for each urban area particularly Cork City Centre, Cork City, Ballincollig, Carrigrohilly, Middleton, Cobh, Passage-West and Carrigaline.

Cork City Centre Urban Cycle Network

In Cork City Centre, primary routes are proposed along streets such as Patrick Street, Merchant's Quay, Parnell Place, South Mall, Leirim Street, Maccurtain Street, Camden Quay, Summerhill, Horgan's Quay, Anglesea Street, George's Quay, Barrack Street, College Road, Washington Street and Blarney Street

Locations that are served by these primary routes includes, but is not limited to:

- Cork City Centre
- Kent Train Station
- University College Cork
- Mercy University Hospital
- Bon Secours Hospital
- Fitzgerald's Park
- Presentation Brothers College
- Scoil Mhuire Cork

A number of secondary routes are also proposed along streets such as Grenville Place, Bachelor's Quay, Wandersford Quay, Lavitt's Quay, Upper John Street, Coburg Street, Albert Quay, Douglas Street, Donovans Road, Western Road and Mardyke Walk. These are intended to act as interlinks to the primary routes in addition to serving locations that have not located on primary routes.

Cork City Urban Cycle Network

Outside of the City Centre area, additional primary routes are also proposed in other parts of Cork City such as Blarney, Gurranebraher, Blackpool, Mayfield, Glanmire, the Docklands, Douglas, Togher, and Bishopstown. This includes primary routes along streets such as Blarney Street, Commons Road, North Ring Road, Ballyhooly Road, R639 Glanmire Road, Boreenmanna Road, Skehard Road, Douglas Road, Marlborough Hill, Grange Road, Togher Road, Bishopstown Road, Curraheen Road, Melbourn Road, Model Farm Road, and the Carrigrohane Road. The proposed Cork Northern Distributor Multi-Modal Route is also illustrated as a primary route in the northern extents of the city. The finalised route for this road has not been finalised yet so may be subject to change once a preferred route has been selected.

Locations that are served by these primary routes includes, but is not limited to:

- Cork Institute of Technology (MUT)
- Marina Park
- Pairc Ui Chaoimh
- Cork Lough
- Cork University Hospital
- Mahon Point Shopping Centre
- Blackpool Shopping Centre
- Wilton Shopping Centre
- Douglas Shopping Centre

Numerous primary and secondary schools are also linked to the network in Cork City. A number of secondary routes are also proposed along streets such as Churchfield Avenue, Upper Fairhill, New Mallow Road, Old Youghal Road, Murmont Avenue, Centre Park Road, Blackrock Road, Tramore Road, Connolly Road, Pouladuff Road, Sarsfield Road, and Vicar's Road. These are intended to act as interlinks to the primary routes in addition to serving locations that have not located on orbital or radial routes previously mentioned. Additional Greenway routes such as the Lee to Sea Greenway are shown on the network maps connecting into the primary and secondary routes.

Ballincollig Urban Cycle Network

With a population of over 5000 inhabitants, an urban cycle network was developed for Ballincollig. The network that has been developed is based on the CMATS cycle network (see Figure 3.1) with some additional links based on more recent schemes/proposals.

The proposed primary routes in Ballincollig include streets such as R608 Main Street, Killumney Road, Miglin Road, Castle Road, Station Road, Greenfields Road, and Innishmore,

Locations that are served by these primary routes includes, but is not limited to:

- Ballincollig Town Centre
- Ballincollig Shopping Centre
- Scoil Mhuire Ballincollig
- Scoil Eoin Buachaill

- Colaiste Choilm Secondary School
- Gaelscoil Uí Ríordáin
- Ballincollig Community School
- Scoil Barra
- Our Lady of Good Council School

A number of secondary routes are also proposed along streets such as Beech Road, Leo Murphy Road, Whitethorn Drive, and The Crescent etc. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned. There are various proposed greenway routes proposed on both the northern and southern extents of Ballincollig. These are intended to link with both the primary and secondary routes within Ballincollig and other cycle routes in the Cork Metropolitan Area and the wider Cork County area.

Carrigtwohill Urban Cycle Network

With a population of over 5000 inhabitants, an urban cycle network was developed for Carrigtwohill. The network that has been developed is based on the CMATS cycle network (see Figure 3.1) with some additional links based on more recent schemes/proposals.

The proposed primary routes in Carrigtwohill include streets such as Station Road, Church Lane, Main Street, West End, Killacloyne, and Gortnamucky.

Locations that are served by these primary routes includes, but it not limited to:

- Carrigtwohill Town Centre
- Carrigtwohill Train Station
- Carrigtwohill Community College
- Scoil Mhuire Naofa Carrigtwohill
- St. Aloysius' College Catholic Girls Secondary School
- Scoil Chlochair Mhuire National School
- Carrigtwohill All Weather Facility
- Carrigtwohill GAA Club

A number of secondary routes are also proposed along streets such as Woodstock, Ashdale Drive, Carrigane Road, Ard Corrig, and Terrysland. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Midleton Urban Cycle Network

With a population of over 5000 inhabitants, an urban cycle network was developed for Midleton. The network that has been developed is based on the CMATS cycle network (see Figure 3.1) with some additional links based on more recent schemes/proposals.

The proposed primary routes in Midleton include streets such as Avoncore Cottages, Aconcore Place, Broomfield Court, Broomfield Village, Meadowlands, Upper Mill Road, Lauriston Mews, Connolly Street, Main Street, Bailick Road, New Cork Road, and Cork Road.

Locations that are served by these primary routes includes, but is not limited to:

- Midleton Town Centre
- Midleton Train Station
- Midleton Community Hospital
- St John the Baptist National School
- Midleton College
- Midleton Educate Together National School
- Midleton Community Centre
- Midleton CBS Secondary School, St Mary's High School and Midleton CBS Boys Primary School (via Rosary Place)
- St Brigid's Presentation Primary School (via Ashlin Road)
- St Colemans Community College
- Midleton Rugby Football Club & Cricket Club
- Midleton Hockey Club

A number of secondary routes are also proposed along streets such as St Mary's Road, Ashlin Road, Knockgriffin Cottages, Knockgriffin and Water Rock. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Cobh Urban Cycle Network

With a population of over 5000 inhabitants, an urban cycle network was developed for Cobh. The network that has been developed is based on the CMATS cycle network (see Figure 3.1) with some additional links based on more recent schemes/proposals.

The proposed primary routes in Cobh include streets such as Carrig View, Lower Road, R624 Harbour Row, Carrignafof, Kirkwood Villas, Ballyvoloon and Ballynoe Road.

Locations served by these routes include, but are not limited to:

- Cobh Town Centre
- Cobh Train Station
- Passage-West Ferry Link
- St. Marys Catholic National School
- Colaiste Muire
- St. Joseph's National School
- Cobh Mixed National School
- Carrignafof Community College

- Gaelscoil Uí Éireagtaigh
- Cobh GAA

A number of secondary routes are also proposed along streets such as Hilltop Park, East Hill, Brighton Terrace, Lake Road and High Road etc. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Passage-West Urban Cycle Network

With a population of over 5000 inhabitants, an urban cycle network was developed for Passage West. The network that has been developed is based on the CMATS cycle network (see Figure 3.1) with some additional links based on more recent schemes/proposals.

The proposed primary routes in Passage-West include Strand Street, Dock Street, Lucia Place, and Glenbrook Place.

Locations served by these routes include, but are not limited to:

- Passage-West Town Centre
- Passage-West Ferry Link
- Passage Soccer Club Pitch
- Doodlebugs Creche & Montessori
- Star of the Sea Primary School
- St Peter's Community School
- Passage West GAA Club

Carrigaline Urban Cycle Network

With a population of over 5000 inhabitants, an urban cycle network was developed for Carrigaline. The network that has been developed is based on the CMATS cycle network (see Figure 3.1) with some additional links based on more recent schemes/proposals.

The proposed primary routes in Carrigaline include streets such as R611 Cork Road, Main Street, Church Hill, and Crosshaven Road.

Locations that are served by these primary routes includes, but is not limited to:

- Carrigaline Town Centre
- Carrigaline Community School
- Carrigaline Park
- Heron's Wood Childcare Centre
- Carrigaline GAA Club

A number of secondary routes are also proposed along streets such as Herons Wood, Ballinrea Road, Church Road, Ballea Road, and Rose Hill. These are intended to act as

interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned. Existing and proposed greenays for Carrigaline including the Crosshaven greenway are also illustrated on the cycle network plan.

Urban Network Development: Youghal

With a population of over 5000 inhabitants, an urban cycle network has been developed for Youghal. The urban network is comprised of a primary orbital route in addition to a number of secondary routes. Due to unfavourable gradients in some areas of Youghal, a limited network of routes and links could be provided.

The proposed primary orbital route starts to the northwest of the urban network and moving in a clockwise direction includes street such as Quarry Road, Breton Road, Dominic Collins Place, Catherine Street, Market Place, Kent Street, The Mall, Strand Street, O'Brien's Place, Lighthouse Road, Upper Strand, and the R634. This orbital route ceases when the route connects to the interurban route travelling south towards Castlemartyr.

Locations that are served by these primary routes includes, but is not limited to:

- Youghal Town Centre
- Gaelscoil Choráin
- Youghal International College
- Bunscoil Mhuire
- Pobalscoil na Tíonóide
- Summerfield Holiday Park
- Front Strand Beach
- Youghal Tennis Club
- Youghal United AFC
- Youghal GAA Club
- Copperalley GAA Pitches
- Youghal Rugby Club
- Youghal Leisure Centre

A number of secondary routes are also proposed along streets such as Knocknacally, Ballyclamsy, Island View, Kilcoran Road, Tallow Street, North Main Street, and South Main Street. These are intended to act as interlinks to the primary routes in addition to serving locations that are not located on primary routes previously mentioned. The Midleton to Youghal greenway is also illustrated on the southern side of the town.

Urban Network Development: Kinsale

With a population of over 5000 inhabitants, an urban cycle network has been developed for the Kinsale. Similarly to Youghal, it was noted that Kinsale has unfavourable gradients in some areas which limited the extent of cycle network in some areas.

The proposed primary cycle routes in Kinsale includes streets such as Bandon Road, Abbey View, Butchers Row, Long Quay, R600 Eastern Road, and Lower O’Connell Street.

Locations served on these primary routes include, but are not limited to:

- Kinsale Town Centre
- The Kinsale Museum
- Kinsale GAA Club
- Kinsale Community School
- Summercove National School

A number of secondary routes are also proposed along streets such as Cork Street, Higher O’Connell Street, Pearse Street and Catholic Walk. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Bandon

With a population of over 5000 inhabitants, an urban cycle network has been developed for Bandon. The urban network is comprised of primary orbital routes and a larger amalgamation of both primary and secondary routes that encompasses the town.

The proposed primary routes for Bandon includes streets such as Upper O’Mahony Avenue, O’Mahony Avenue, Macswiney Quay, Glaslinn Road, Relief Road, Birchdale, New Road, John Holland Lane, Deerpark. South Main Street, St. Patricks Quay, Deerpark, John Holland Lane, N71 Relief Road, Casement Road, Oliver Plunkett Street, and Glaslinn Road.

Locations that are served by the primary routes includes, but is not limited to:

- Bandon Town Centre
- Bandon Primary Care Centre
- Bandon Community Hospital
- Riverview Shopping Centre
- Gaelscoil Droichead Na Banndan
- Bandon Bridge National School
- Presentation College
- Bandon GAA Club

A number of secondary routes are also proposed along streets such as Watergate Street, Cork Road, Parnell Street, Rice’s Road, and Chapel Street. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Mallow

With a population of over 5000 inhabitants, an urban cycle network has been developed for Mallow. The urban network is comprised of a series of primary and secondary routes that encompasses the area. The proposed primary routes includes street such as Beecher Street,

Shortcastle Street, Bank Place, Thomas Davis Street, Bridge Street, N72, West End and Limerick Road.

Locations that are served by the orbital routes includes, but is not limited to:

- Mallow Town Centre
- Mallow Train Station
- Mallow Castle & Park
- Cork College of FET – Mallow Campus
- Scoil Íosagáin Catholic Infant School
- Mallow Convent Catholic National School
- St Mary's Catholic Secondary School
- Mallow Swimming Pool, St Patrick's BNS (via New Road and Market Square)
- Scoil Aonghusa CNS
- Scoil Ghobnatan
- Gaelscoil Thomáis Dáibhís
- Davis College (via Meadowgrove)
- Mallow GAA Sports Complex
- Mallow Rugby Club & St Joseph's Rd Mallow United FC
- St Gobhairs Park Mallow United AFC
- Mallow Town Park & Mallow Town Park United AFC

A number of secondary routes are also proposed along streets such Dromore Drive, Bellevue Court and Ballyvinitier Lower. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

Urban Network Development: Fermoy

With a population of over 5000 inhabitants, an urban cycle network has been developed for Fermoy. The urban network is comprised of a series of primary and secondary routes that encompasses the area. This also includes the proposed Mallow to Dungarvan greenway which is located on the northern side of the town. A number of primary routes are proposed along streets such as McCurtain Street, Emmet Street, R639 Cork Road, College Road, Dun-Eala, Duntaheen Road, and Dublin Road.

Locations that are served by these primary routes includes, but is not limited to:

- Fermoy Town Centre
- Fermoy Community Hospital
- Fermoy Educate Together National School
- Bishop Murphy Memorial School
- St Colman's College

- Loreto Catholic Secondary School
- Coláiste an Chraoibhín
- Gaelscoil De Híde (via Dun Eala)
- Fermoy Adair National School (via bachelor's Walk)
- St Josephs National School Barrack Hill Fermoy (via St Bernard's Place)
- Fermoy Rugby Club & Football Club (via Bridget's Street)
- Fermoy Pitch & Putt Club (via Oliver Plunkett Hill)
- Fermoy GAA Club (via Colmcill Street)
- Fermoy Leisure Centre
- Fermoy Rowing Club (via Ashe Quay)
- Loreto Fermoy Sports Complex

A number of secondary routes are also proposed along streets such Mallow Road, Francis Street, Oliver Plunkett Hill, St Bernard's Place and Pike Road etc. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

5. Next Steps

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle routes for County Cork and for the urban areas within the Cork Metropolitan Area, along with Youghal, Kinsale, Bandon, Mallow and Fermoy.

The network design for Cork has now been made available for public consultation. This will allow for members of the public to submit their feedback. Individual maps are available to view on the National Transport Authority website and are available in the links below:

Table 5.1: Cork County Cycle Network – List of Maps

Cycle Map List
Cork County Cycle Network
Cork City Urban Cycle Network
Cork City Centre Cycle Network
Ballincollig Urban Cycle Network
Carrigtwohill Urban Cycle Network
Midleton Urban Cycle Network
Cobh Urban Cycle Network
Passage-West Urban Cycle Network
Carrigaline Urban Cycle Network
Youghal Urban Cycle Network
Kinsale Urban Cycle Network
Bandon Urban Cycle Network
Mallow Urban Cycle Network
Fermoy Urban Cycle Network

Following the public consultation, submissions will be reviewed, and the network maps updated as required.