

**COMHAIRLE CATHRACH CHORCAI**  
**CORK CITY COUNCIL**

The bus network in Cork has been comprehensively redesigned as part of the BusConnects Cork programme. The redesign work was carried out in partnership with the City and the County Councils to ensure full integration with local, regional and national policy. There was extensive engagement with the public and with stakeholders.

With an unprecedented investment in Cork's public transport the new bus network will provide over 50% more service than existing; more areas will be served; more people will be within walking distance of a high frequency service and there will be more 24-hour operations. To achieve these benefits the buses need a means of turning around at the new endpoints of the new/extended routes. Excellent reliability depends on layover space at the terminal to allow time in schedules for any late-running bus to return on time for its next trip. Therefore, certain locations will require upgrades to existing infrastructure and/or installation of new infrastructure in order for these benefits to be fulfilled. It is planned to deliver the new bus network services and associated infrastructure changes over three phases during 2024 and 2025.

A detailed operational review of the new bus network for Phase 1 has identified the bus stops and terminus alterations required for this initial phase. This will allow the initial group of new services to come into operation while maintaining the remaining existing services. The remaining services are scheduled to be replaced during Phases 2 and 3 following further operational reviews. See accompanying map titled 'Site Location Plan' where a number of the key locations of terminus/interchanges within the City are shown.

For the proposed infrastructure changes to the scheme's Phase 1, the following five locations have been identified as requiring notification pursuant to Section 38 of the Road Traffic Act 1994:

**A. Clontarf Street and B. Parnell Place:**

The new network provides for more bus services from the southwestern suburbs running along Parnell Place/Clontarf Street instead of South Mall. The new on-road stops are proposed at Parnell Place and an expanded stop at Clontarf Street will be a primary access point to buses from this part of the City Centre. These bus services will bring services closer to interchange with the bus station and train station.

**C. Cork University Hospital:**

The new network has new orbital services commencing on this site and new terminal capacity including lay-over space is needed at CUH to support this (new services 2, 5, 10, 14, 15 & 30).

**D. Mardyke:**

With the new services 6 and 21 commencing on this site, new terminal capacity including lay-over space is needed at Mardyke to support this.

**E. Riverstown:**

The new service 2a from MTU to Glanmire will be introduced to significantly enhance connections between Glanmire, Mayfield the city centre. It will be terminating on hazelwood Road and new terminal capacity is required.

Each of the 5 locations above are subject to a separate public consultation process and each consultation package can be accessed through <https://consult.corkcity.ie>,

Further proposals and consultation may be required in other areas as Phases 2 and 3 of the New Bus Network is implemented across the city and county in the coming years. Details of **Cork's New Bus Network** including new route numbers, frequencies, etc. can be viewed on the online network map at: <https://busconnects.ie/cork/busconnects-cork-new-bus-network>