

Proposal Summary

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.

The new bus network will provide over 50% more service than existing, an unprecedented investment in Cork's public transport. More areas are being served; more people are within walking distance of a high frequency and there will be more 24-hour operation.

It is planned to deliver these benefits during 2025 and 2026. Certain infrastructure is required to allow the new network to be operated. 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 on its next trip.

A detailed operational review of the new bus network has now identified the shorter-term stop and terminus alterations needed to support the introduction of the new bus system.

Proposal

The proposed works are summarised as follows:

- 1) Proposed bus layby to be installed in the existing verge.
 - 2) Accessible kerbing to be provided along the length of the eastbound and westbound bus boarding area.
 - 3) Uncontrolled crossing with tactile paving to be installed at the existing crossing point across Castlewest Shopping Centre access.
 - 4) Existing centreline to be adjusted to allow for a minimum of 3.2m wide lane widths.
 - 5) Gullies to be installed within the proposed layby.
 - 6) Existing coach set down sign to be relocated and installed east of the proposed bus stop.
 - 7) Four existing trees to be removed.
 - 8) Renewal/replacement of other road drainage, road signage and road markings as might be necessary.
 - 9) All other associated ancillary site works.

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets and, where relevant, the TII Design Manual for Roads & Bridges. All layouts and details are indicative for consultation purposes and may be subject to change.

The map displays a residential area with several streets: Waltham Abbey, Old Fort Road, and a unnamed road. A green park is located on the left. Two bus stops are marked with red boxes: Stop A is on Old Fort Road, and Stop B is on the unnamed road. A red dot is placed on the unnamed road between the two stops. A blue dashed line follows the curve of the unnamed road. A compass rose in the top right corner indicates North.

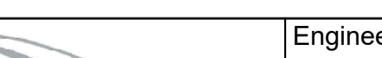
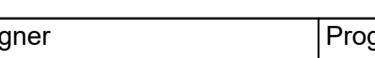
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Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

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Rev	Date	Drn	Chk'd	App'd	Description	Client  Údarás Náisiúnta Iompair National Transport Authority	Engineering Designer 	Programme Title PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES					
	P01	17/05/2025	HS	LN	ADR	ISSUE FOR PRELIMINARY DESIGN							
	P02	01/05/2025	HS	JH	LN	ISSUE FOR PRELIMINARY DESIGN							
						Date 01/05/2025	Scale 1:100 1:200 @ A1 @ A3	Drawn HS	Checked JH	Approved LN	Drawing Title WALTHAM ABBEY OPTION 2 CONSULTATION DRAWING		
Phase	3	Route	0016	Stop Number	288	Drawing File Name	PTSDT-ACM-GEO_GA_0016_288-18-DR-CR-0004	Sheet Number	1 of 1	Status	S0	Rev	P02

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