



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 2024 and 2025. Certain infrastructure is required to allow the new network to be operated. Some bus stops in the city centre will change. 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
 Following detailed planning and public consultations in 2021, it has been agreed that most bus services from the southwestern suburbs will run along Parnell Place/Clontarf Street instead of South Mall. The stop at Clontarf Street will be a primary access point to buses from this part of the City Centre.

- The proposed works are summarised as follows:
- 1) Amend Clontarf Street between Oliver Plunkett Street Lower and Clontarf Bridge to two traffic lanes and a bus lane (incorporating bus stops).
 - 2) Relocate the eastern kerbline to suit the lane allocations and form a bus boarding island with bus shelter, cycle docking stations to be relocated, exact location to be agreed at detailed design stage.
 - 3) Provide a bus stop with capacity for two buses in the bus lane and relocate the set-down area in front of the bus stops to suit the new kerbline.
 - 4) Relocate the cycle lane to the rear of the bus stop boarding island, forming a bus stop bypass, with cyclist yield points at pedestrian crossings with cyclists re-joining the carriageway at the start of Clontarf Bridge.
 - 5) Renewal/replacement of other road drainage, road signage and road markings as might be necessary.
 - 6) 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.



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Rev	Date	Drn	Chk'd	App'd	Description
P01	19/09/2023	JC	LN	ADR	DESIGN FOR PUBLIC CONSULTATION
P02	27/09/2023	OD	JU	ADR	AMENDED TO CLIENT'S COMMENTS
P03	29/09/2023	OD	JU	ADR	AMENDED SUMMARY OF PROPOSED WORKS
P04	06/10/2023	OD	LN	ADR	AMENDED TO RSA COMMENTS

Client NTA Udarás Náisiúnta Iompair National Transport Authority		Engineering Designer AECOM	
Date 06/10/2023	Scale 1:250 @ A1 1:500 @ A3	Drawn OD	Checked LN
Phase Phase 1	Route 0016	Stop Number 011	Approved ADR

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