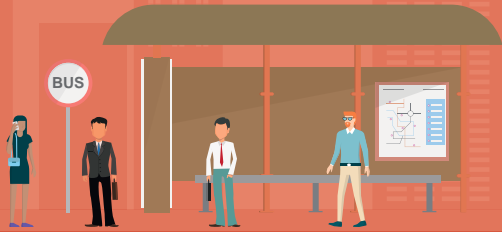




BUS CONNECTS

BUS PASSENGERS



Carrying
49,000
passengers in
the AM peak
hour

Carrying
85m
passengers
per annum

BUS CORRIDOR PERFORMANCE

Douglas Corridor
AM Peak Bus frequency
3 mins
Patronage
1,700



Summerhill North
Corridor AM Peak
Bus frequency
3 mins
Patronage
2,061

BUS NETWORK & VEHICLES

200km
of cross city
routes

50km
orbital routes

150km
radial routes



100km
of bus lanes and
bus priority measures



220 double deck bus
fleet required



6 Strategic
Park & Ride
sites



CONNECTING CITY & SUBURB



Connecting with Cork Suburban Rail Network at Kent Station, with Cork Light Rail and Park and Ride Network and providing **interchange** between radial and orbital bus services

4,800

passengers interchanging
between Cross City, Radial
and Orbital bus services in
AM peak hour



COST ESTIMATE

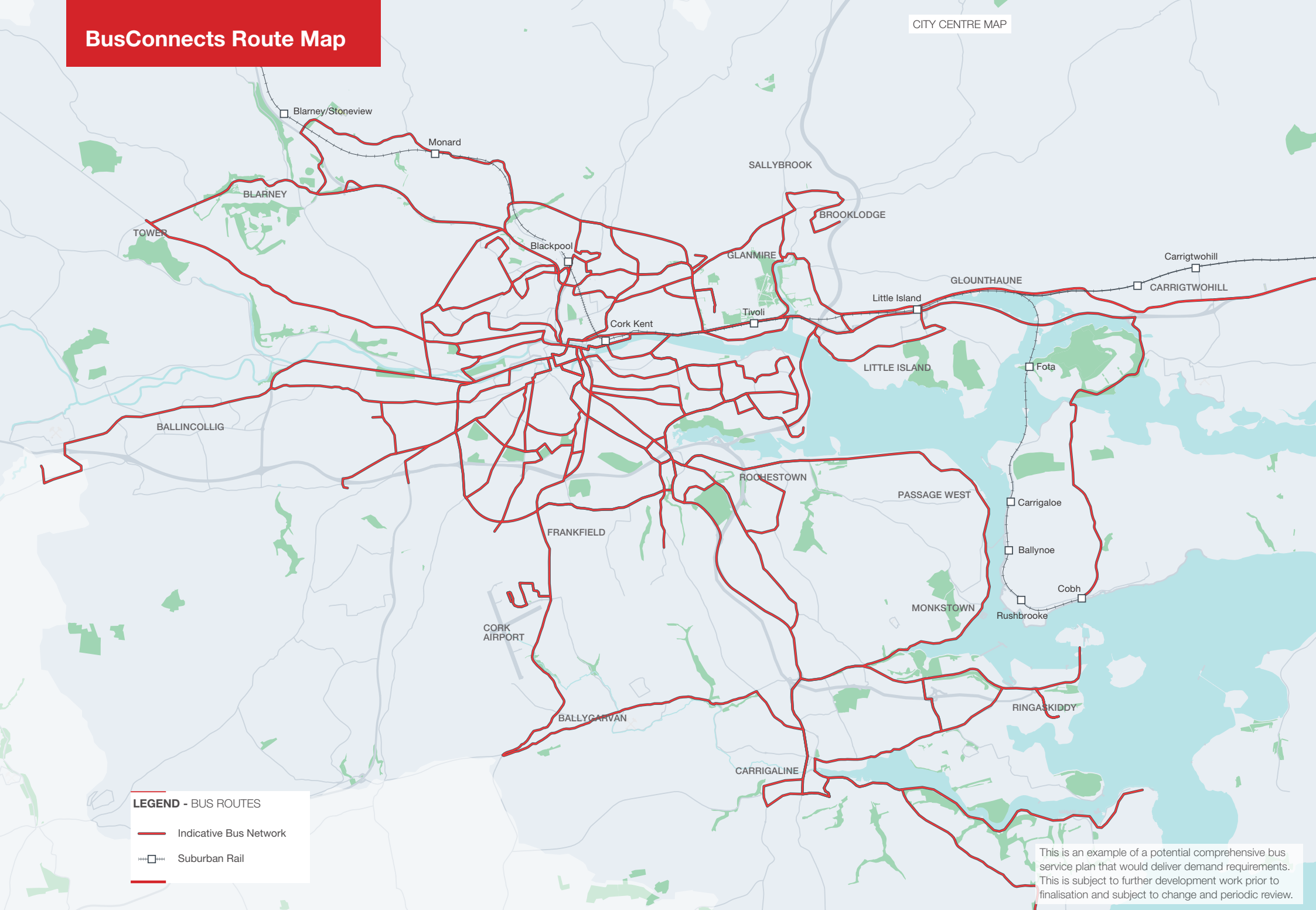


Strategy cost
estimate is
approximately
€545m



BusConnects Route Map

CITY CENTRE MAP



LEGEND - BUS ROUTES

— Indicative Bus Network

- - - Suburban Rail

This is an example of a potential comprehensive bus service plan that would deliver demand requirements. This is subject to further development work prior to finalisation and subject to change and periodic review.



Walking

All journeys begin and end by walking irrespective of other modes used. A range of high quality, public realm improvements have been implemented in recent years to include pedestrian priority areas, wider footways and improved crossing facilities in Cork City Centre and Ballincollig Town Centre and resulted in a reasonably high-quality walking environment and increased footfall and vitality in many of its streets. However, the quality of the pedestrian environment is inconsistent across the CMA with a range of barriers to walking including street clutter, insufficient footpath widths and crossing opportunities. Cork, with its relatively compact City Centre and reasonably self-sufficient Metropolitan Towns, has significant potential to enhance the pedestrian experience to enhance the pedestrian experience. Walkability Audits will be carried out with a view to assessing footway widths, public lighting, wayfinding, permeability and removing street clutter in the early part of the Strategy.

Key outcomes for walking in the Strategy include:

- An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);
- Address the barriers that prevent citizens and visitors from walking more in Cork;
- The creation of an attractive, safe, fully permeable and accessible environment for all ages and abilities in line with DMURS and Universal Design principles;
- Facilitate walking's role as part of linked trips, particularly with rail and bus journeys;

- Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car; and
- Upgrade pedestrian network in tandem with the implementation of BusConnects, Cycle Network and Light Rail stations.

The over-arching objective for walking is to ensure that the pedestrian environment is significantly enhanced, more attractive, accessible and safer than at present. Walking will be an instinctive choice for short trips across the CMA including school trips, leisure trips and as part of linked trips with public transport.

Cycling

Cycling is a low cost, sustainable and growing mode of transport in the Cork Metropolitan Area. The NDP 2018-2027 commits to the delivery of walking and cycling networks for all of Ireland's cities.

Key priorities for the development of the *Cork Cycle Network Plan* include:

- Designating a coherent network of east-west and north-south cycle routes across the CMA 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
- Responding to feedback from key stakeholders and the public.

Based on the recommendations within the *National Cycle Manual* a number of different infrastructure types are proposed at various locations within the network, including:

- Cycle Lanes: Incorporates a dedicated space adjacent to the kerb or car parking and can take the form of mandatory or advisory cycle lanes;
- Mixed Streets: Suitable in low traffic environments where the cyclist shares the road space with motorists;
- Cycle Tracks: Cycle tracks are different from cycle lanes in that they are physically segregated from motorised traffic in some way whether by a barrier or through a level change;
- Cycle Trails or Greenways: Roads and paths through green areas and parks;
- Quietways: Quietways are convenient cycle routes on lower trafficked residential streets and greenways. They are designed to be well-signposted, direct and easy to follow for those who would prefer to cycle on quieter, calmer routes.

Other supporting infrastructure measures to further develop a cycling culture in Cork will include the further roll out of bike share schemes including consideration of dockless bikes, shower and changing facilities, and a significant uplift in residential, visitor and workplace cycle parking. The objective for cycling is to develop a comprehensive network of safe Primary, Secondary, Inter-Urban and Greenway cycle routes across the CMA.

Cork will build upon recent increases in cycling levels to significantly increase the number of utility trips including those to school, work and as part of linked trips with public transport. Cycling will be prioritised in all new road projects, local traffic management schemes and permeability measures and given prominence within Local Authority structures.

BusConnects

Buses will remain the work horse of the public transport system in Cork. Their flexibility means that routes and frequencies can be adapted to support phases of new development or as circumstances dictate. Buses will provide an increasingly important interchange service between the InterCity, suburban rail and light rail stations and the Park and Ride network. Enhancing the bus network is consistent with the NDP 2018-2027 which envisages a significantly enhanced BusConnects service for Cork by 2027. This Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM peak.

An over-arching objective is to prioritise the early delivery of bus services and bus priority. Prioritising bus services over general traffic will be critical to the delivery of an efficient, frequent and reliable bus system and forms a major part of the overall BusConnects programme.

The existing bus priority measures through Cork City are particularly limited with 14km of bus lanes. The proposed bus priority measures align with the BusConnects Network to ensure efficient, reliable and frequent services and enable interchange with rail, light rail and Park and Ride facilities.



SUBURBAN RAIL

PASSENGERS



Catering for up to
2,500
passengers
per direction
per hour



16m
passengers
per annum



JOURNEY TIMES AND DISTANCE



25 mins
from Midleton to
Kent Station



12mins
from Blarney to
Kent Station



25mins
from Cobh to
Kent Station



50mins
from Midleton /
Cobh to Mallow



62km

of suburban rail network between
Midleton, Cobh and Mallow



RAIL NETWORK & VEHICLES



8 new stations

plus improvements to Cobh,
Mallow and Kent Stations.



**62km suburban
rail network**

between Midleton, Cobh and Mallow.



10 km

of dual track to Midleton.



22

new two-car
trains required



Electrification

of suburban rail network.



CONNECTING CITY & SUBURB



Connecting with Cork Light Rail
Network at Kent Station and the
Cork suburban bus network



>3,000

passengers
interchanging between
Rail, Bus and Luas at
Kent Station in AM Peak.

4,000

2-way through-
running through
Kent in AM
peak hour



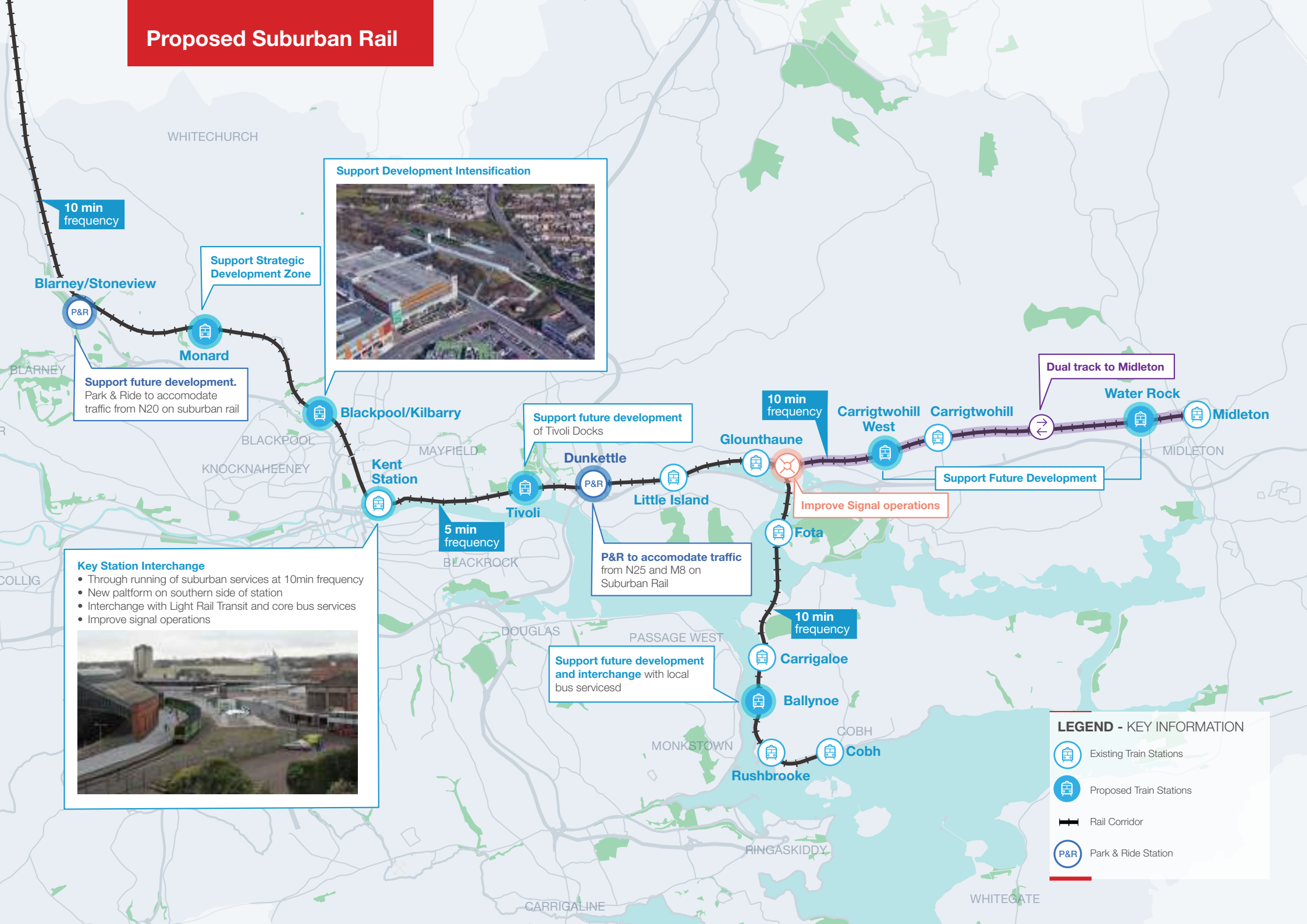
COST ESTIMATE



Strategy cost
estimate is
approximately

€274m

Proposed Suburban Rail



Proposed Suburban Rail

10 min frequency

Blarney/Stoneview

P&R

Support Strategic Development Zone

Monard

Support future development. Park & Ride to accommodate traffic from N20 on suburban rail

Support Development Intensification



Blackpool/Kilbarry

Kent Station

5 min frequency

Tivoli

Support future development of Tivoli Docks

Dunkettle

P&R

Little Island

P&R to accommodate traffic from N25 and M8 on Suburban Rail

10 min frequency

Glounthaune

Carrigtwohill West

Carrigtwohill

Dual track to Midleton

Water Rock

Midleton

Support Future Development

Improve Signal operations

Fota

10 min frequency

Carrigaloe

Ballynoe

Cobh

Rushbrooke

Key Station Interchange

- Through running of suburban services at 10min frequency
- New platform on southern side of station
- Interchange with Light Rail Transit and core bus services
- Improve signal operations



LEGEND - KEY INFORMATION

- Existing Train Stations
- Proposed Train Stations
- Rail Corridor
- Park & Ride Station