



Mayfield to City

Sustainable Transport Corridor

Emerging Preferred Route – Public Consultation Report

June 2022 – Oct 2022 (DRAFT)



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

**BUS
CONNECTS
CORK**
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

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EXECUTIVE SUMMARY



1 EXECUTIVE SUMMARY

1.1 OBJECTIVE OF THE SCHEME

The aim of the BusConnects programme is to transform Cork's bus system, with the Sustainable Transport Corridor project providing dedicated bus lanes / bus priority and cycling facilities on the busiest bus corridors in and out of the city centre. The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork fourfold by 2040 and expand the numbers cycling and walking by 33%.

This report focuses on Sustainable Transport Corridor B which runs from Mayfield to the City.

1.2 PURPOSE OF THE NON-STATUTORY PUBLIC CONSULTATION

The statement below sets out the purpose of the public consultation, as presented on the BusConnects as part of the 1st Non-Statutory Public Consultation in June 2022.

The National Transport Authority (NTA) has announced details of its proposals to create a sustainable public transport network across the Cork Metropolitan Area. The first round of public consultation regarding proposals to deliver 12 new Sustainable Transport Corridors (STCs) as part of the BusConnects Cork project, gets under way today. The plans include approximately 93 km of bus lane/ bus priority and 112 km of cycle facilities across the city.

The proposed STCs are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy (CMATS), developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork fourfold by 2040 and expand the numbers cycling and walking by 33%. BusConnects Cork will also be essential to achieve Cork's objective to become one of Europe's first climate neutral cities by 2030, under the EU's Cities Mission programme, which has selected Cork as one of 100 cities who will lead the way on climate action and smart cities across Europe.

The 12 proposed STCs are:

1. *Dunkettle to City*
2. *Mayfield to City*
3. *Blackpool to City*
4. *Hollyhill to City*
5. *Ballincollig to City*
6. *Bishopstown to City*
7. *Togher to City*
8. *Airport Road to City*

9. *Maryborough Hill to City*
10. *Mahon to City*
11. *Kinsale Road to Douglas*
12. *Sunday's Well to Hollyhill*

These corridors will seek to transform the public transport network into a more efficient, sustainable model to help meet anticipated growth and future demand in the region. Investing in a sustainable future for Cork is vital for supporting the city's growth over the coming two decades while accelerating the journey to a net-zero future.

STCs will benefit the Cork Metropolitan Area in the following ways:

- *Improve the public transport network*
- *Make the bus system operate more efficiently by reducing bus journey times and increasing punctuality and reliability*
- *Encourage more people to walk and cycle by enhancing infrastructure*
- *Create a safer environment for cyclists and pedestrians*
- *Create a more sustainable and liveable city*

1.3 PUBLIC CONSULTATION PROCESS FOR BUSCONNECTS

Consultation on the Bus Connects Sustainable Transport Corridor Project ran from the 30th June 2022 and the 3rd October 2022. The Emerging Preferred Routes within this consultation have been listed below;

- A. Dunkettle to City Centre;
- B. Mayfield to City Centre;**
- C. Blackpool to City Centre;
- D. Hollyhill to City Centre;
- E. Ballincollig to City Centre;
- F. Bishopstown City Centre;
- G. Togher to City Centre;
- H. Airport Road to City Centre;
- I. Maryborough to City Centre;
- J. Mahon to City Centre;
- K. Kinsale Road to Douglas; and
- L. Sundays Well to Hollyhill

Each of the Emerging Preferred Routes can be seen below in Figure 1 with the Mayfield to City route designated as Sustainable Transport Corridor B.

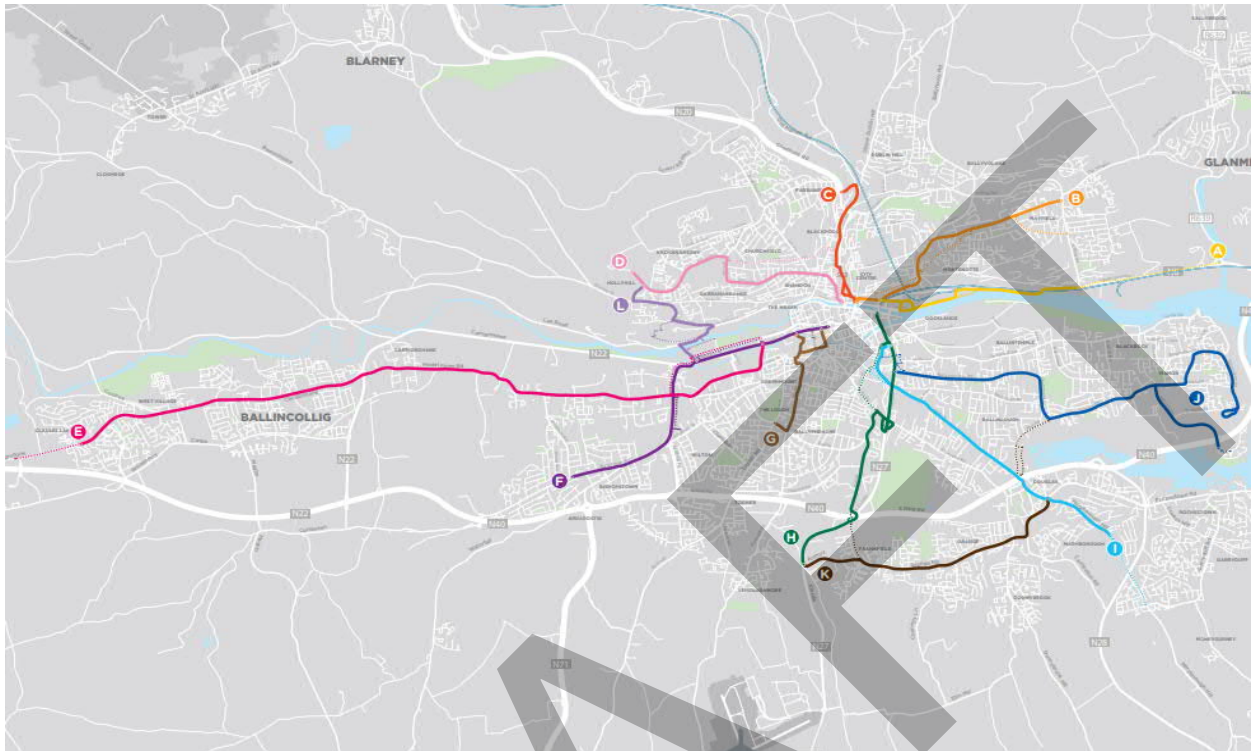


Figure 1: Sustainable Transport Corridors Emerging Preferred Routes

1.4 INFORMATION PROVIDED IN PUBLIC CONSULTATION

The Public Consultation brochure provided information about the proposals and details on how to take part in the public consultation. A public advertising campaign for the public consultation ran across multiple platforms including print, radio, online, on social media, and on buses during the consultation period. Additional information was provided on the official BusConnects website:

<https://busconnects.ie/cork/>

The additional supporting information on the website included:

- Mayfield to City Centre Sustainable Transport Corridor – Draft Feasibility Study and Options Assessment Report – Route Options Assessment Report inc. Appendices.

1.5 SUBMISSIONS RECEIVED

There were 345 submissions received relating to the Mayfield to City Sustainable Transport Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

1.6 PRINCIPAL ISSUES RAISED

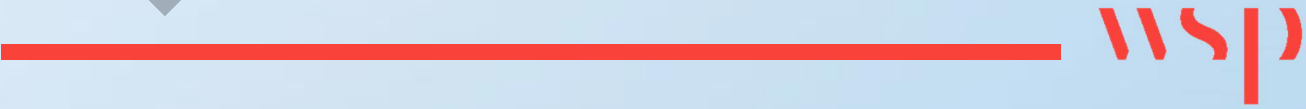
The submissions received cover a wide spectrum of views. The majority of the submissions raised concerns about the scheme, or elements therein. A limited number of the submissions were positively supportive of the scheme while many expressed qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

The principal issues raised included:

- 1) Road User Safety
- 2) Access to properties
- 3) Traffic Disruption due to Traffic Diversions / Bus Gates
- 4) Need for Sustainable Transport Corridor
- 5) Removal of Trees and green spaces
- 6) Loss of Parking
- 7) Insufficient Consultation
- 8) Alternative Options
- 9) Community
- 10) Character and Heritage
- 11) Cycling Infrastructure
- 12) Pedestrian Infrastructure
- 13) Increased Noise and Air Pollution
- 14) Bus Network
- 15) Impact on property value
- 16) Potential Land Acquisition
- 17) Technical Surveys / Data
- 18) Schools in the area
- 19) Support or the Scheme

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INTRODUCTION



2 INTRODUCTION

Consultation on the Mayfield to City Centre Sustainable Transport Corridor ran for a period of three months and one week, between the 30th June 2022 and the 3rd October 2022.

Every property owner potentially affected by the proposals was notified by post issued on the 30th June and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- Silversprings Hotel, Monday 25th July 2022
- Silversprings Hotel, Tuesday 26th July 2022

Community Forum Event was held at the following location:

- Mayfield GAA., Tuesday 13th September 2022

Copies of the Sustainable Transport Corridor Emerging Preferred Route Brochure were available to the public at the Public Information Events, could be sent by post on request and the Brochure was available for downloading from the BusConnects website. Relevant background technical reports were also available for downloading from the BusConnects website.

The public were invited to make written submissions relating to the Emerging Preferred Route consultation brochure. Submissions could be made by post or online via:

<https://consult.nationaltransport.ie>.

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ISSUES RAISED IN THE SUBMISSIONS

3 ISSUES RAISED IN THE SUBMISSIONS

The review of the submissions commenced in October 2022 once the consultation period had closed. The NTA had received 345 submissions for the Mayfield to City Centre Emerging Preferred Route, from 30th June 2022 to 3rd October 2022. Most entries were digital (online at the NTA consultation portal or by email), however, some paper bound entries were posted to the NTA.

All 345 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. Nineteen main issues were identified during this review process. The issues identified and the frequency of comments related to each issue are presented in Table 1.

Table 1: Frequency of Issues raised through the Submissions.

Issue	Frequency of Comments
Road User Safety	164
Access to Properties	12
Traffic Disruption due to Traffic Diversions / Bus Gates	161
Need for Sustainable Transport Corridor	81
Removal of Trees and green spaces	56
Loss of Parking	366
Insufficient Consultation	36
Alternative Options	82
Community	147
Character and Heritage	106
Cycling Infrastructure	139
Pedestrian Infrastructure	77
Increased Noise and Air Pollution	35

Bus Network	39
Impact on Property Value	11
Potential Land Acquisition	28
Technical Surveys / Data	17
Schools in the Area	80
Support for the Scheme	22

Appendix A provides in-depth listing of the various comments received during the consultation process. Comments which are not grouped within the 19 issues listed above have been responded to individually.

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SUMMARY AND NTA RESPONSES TO THE MAIN ISSUES RAISED



4 SUMMARY AND NTA RESPONSES TO THE MAIN ISSUES RAISED

This report identifies the key issues raised in the public consultation process. The Authority has established the validity of the concerns, the potential consequences for the project, and how best to address the issue and /or mitigate impacts.

While a variety of matters were raised in the submissions, the key issues related to the project are as follows:

- 1) Road User Safety
- 2) Access to properties
- 3) Traffic Disruption due to Traffic Diversions / Bus Gates
- 4) Need for Sustainable Transport Corridor
- 5) Removal of Trees and green spaces
- 6) Loss of Parking
- 7) Insufficient Consultation
- 8) Alternative Options
- 9) Community
- 10) Character and Heritage
- 11) Cycling Infrastructure
- 12) Pedestrian Infrastructure
- 13) Increased Noise and Air Pollution
- 14) Bus Network
- 15) Impact on property value
- 16) Potential Land Acquisition
- 17) Technical Surveys / Data
- 18) Schools in the area
- 19) Support for the Scheme

The nature of the issue and the NTA response to it, is covered in the following sections.

ISSUE 1: ROAD USER SAFETY

Concerns were raised for road user safety, in particular pedestrians, where footways widths are proposed for reduction. Respondents noted that there was a lack of traffic calming

measures proposed within the design and some identified potential locations which would benefit from reduced speed limits and traffic calming measures being implemented,

Some respondents noted the gradient of the cycle route could be dangerous for cyclists, at certain locations. Respondents noted that the proposed cycle routes can become slippery with leaves during autumn and icy during the winter, adequate maintenance would be required to ensure safety of users. Other respondents noted that the existing situation where cyclists use the footway is dangerous for pedestrians.

Safety concerns were also raised regarding St Luke's Cross, some respondents had concerns that the cycle provision at the junction could endanger pedestrians and that the existing railings between nearby Mahony's Avenue and Summerhill North are dangerous for children. Residents also noted proposals to move bus stops and at the junction, especially the school bus stop for St Luke's National School, outside St Luke's Church could make the area less safe for school children.

The location and/or lack of pedestrian crossings on Ballyhooly Road and Gardiner's Hill were raised as potential improvements to pedestrian safety, especially for school children walking to schools in the area.

Concerns were also raised regarding the loss of on street parking and introduction of additional traffic lanes, which could encourage increased vehicle and bus speeds and make walking in locations such as, along Summerhill North more dangerous, as the parked cars act as a buffer between the carriageway and footpath. Some residents noted that moving parking further away from their homes, causing residents to walk further to/from their cars could be dangerous at night. One respondent noted that parts of the route had limited passive surveillance which could pose a safety issue for users.

Residents noted that domestic accesses should be considered in terms of safety and that by moving the carriageway closer to homes, the likelihood of accidents could increase.

Residents noted proposed bus gates could result in increased traffic volumes using mainly residential streets, with narrow footpaths. Residents were concerned that the increase in traffic volumes on these residential streets could create a dangerous environment, especially on New Road / Gardiner's Hill.

NTA Response to Issue 1 – ROAD USER SAFETY

Safety is a key objective for the BusConnects Scheme. The proposals aim to make it easier and safer for people to use sustainable transport modes. By encouraging people to walk, cycle and use the bus, the number of private car users should reduce, making streets safer for the most vulnerable users. Several junctions will be upgraded to signalised junctions with segregated cycle and pedestrian provision, for example at St. Luke's Cross and the Old Youghal Road / Iona Park junction. These upgrades will improve safety for all users at these junctions.

The number of proposed signalised pedestrian and cycle crossings will increase from the existing provision, this will improve safety for the most vulnerable road users.

Traffic calming measures will be reviewed and introduced where necessary to ensure the proposed speed limits are maintained. Proposals are subject to road safety audits at each stage to ensure road user safety is adequately considered.

Additional measures have been included to provide a safer environment for all road users but in particular pedestrians and cyclists. These measures include:

- Additional pedestrian crossings provided at junctions to better cater for desire lines
- New mid-block pedestrian crossings in appropriate locations including bus stop locations.

Following review of the submissions received and further analysis, the route has been amended as part of the design development. The preferred route proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- The proposed outbound bus lane on Summerhill North has now been omitted from the design and existing footpath widths will be retained along this section, with the majority of on-street parking also being retained. Bus Priority will be provided by means of traffic restrictions at the Glen Avenue/Ballyhooly Road junction/
- The proposed outbound bus gate on Old Youghal Road, at New Road has now been omitted from the design. An inbound bus lane at the library on Old Youghal Road has also been omitted.
- An additional pedestrian crossing is proposed on Ballyhooly Road which will help pupils at St Patrick's National School cross the Ballyhooly Road.
- The proposed arrangement of the St Luke's Cross junction has been revised, providing priority for pedestrians.

ISSUE 2: ACCESS TO PROPERTIES

Submissions highlighted concerns over potential difficulties and dangers when accessing and egressing their property due to conditions such as possible increased traffic speeds, traffic volumes and reduced footpath width. It was highlighted that these risks could create an unsafe environment for pedestrians. Residents also were concerned that the restrictions on traffic movements could also impede access to their homes.

Some submissions were concerned due to the possible loss of driveways and on-street parking that it could make it even more difficult to access their property. Respondents were also concerned that delivery drivers, health and social workers and visitors would not be able to park nearby and this could isolate residents.

NTA Response to Issue 2 – ACCESS TO PROPERTIES

The impact on properties boundaries has been assessed further in terms of how it may affect access arrangements to properties. It is noted that as the design progresses, and more detailed topographical survey is available, impacts on driveway gradients and access will continue to be reviewed with changes incorporated if appropriate. Existing in curtilage parking will not be impacted on this corridor.

ISSUE 3: TRAFFIC DISRUPTION DUE TO TRAFFIC DIVERSIONS / BUS GATES

Submissions noted their objections to certain bus priority measures, including the introduction of several bus gates and the restrictions on certain traffic movements, especially the removal of the left turn slip on Middle Glanmire Road at St Luke's Cross and the right turn ban on Ballyhooly Road, at Gardiner's Hill. Some respondents were concerned that the introduction of traffic lights at St Luke's Cross would cause unnecessary traffic disruption while others favoured the proposals.

Some submissions noted existing issues with enforcement of traffic bans and parking issues should be addressed in the first instance. Several respondents requested the right turn ban on Mahony's Avenue is enforced with amendments to the design. Other queried how the bus gates will be enforced. Some submissions also noted existing issues with traffic signal timings and suggested improvements.

Submissions noted concerns for the ability of residential road infrastructure to accommodate possible increased traffic volumes safely, particularly on Gardiner's Hill, New Road, Ashburton Hill and Murmont Avenue. Residents noted that the introduction of certain bus gates could create "rat runs" and "bottlenecks" on adjoining streets and cause safety concerns, especially at locations near to schools.

NTA Response to Issue 3 – TRAFFIC DISRUPTION DUE TO TRAFFIC DIVERSION / BUS GATES

The impacts of the scheme on the surrounding road network, outside of the main STC route, will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.

The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. The majority of the through traffic from the north-east of the city will be facilitated on the North Ring Road and the N20. Additional traffic flows on other roads are subject to detailed traffic modelling assessments.

The removal of the left turn slip on Middle Glanmire Road at St Luke's Cross will improve pedestrian provision and safety on this side of the junction by reducing the traffic lanes for pedestrians to cross. Further traffic modelling at the next design stage will inform the traffic

signal timings. The Mahony's Avenue / Summerhill North junction will be reduced in width to discourage right turn movements towards St Luke's Cross, a courtesy crossing is also proposed at the junction.

Following review of the submissions received and further analysis, the route has been amended as part of the design development. The preferred route proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- The proposed right turn ban on Ballyhooly Road, to Gardiner's Hill has been omitted from the design as the proposed route for cyclists is now via Middle Glanmire Road.
- The proposed outbound bus gate on Old Youghal Road, at New Road has now been omitted from the design.
- The proposed inbound bus gate on Old Youghal Road, at Murmont Park has now been omitted from the design. This will alleviate concerns regarding increased traffic flows on Murmont Avenue.

ISSUE 4: NEED FOR SUSTAINABLE TRANSPORT CORRIDOR

Submissions raised concerns that elements of the Mayfield to City Sustainable Transport Corridor is not needed. Respondents queried the justification for the bus gates and bus lanes, especially on Summerhill North and Old Youghal Road, stating existing bus services run adequately at present and the only issues are during peak hours.

Some submissions were concerned that the existing congestion issues will only get worse if the proposals are implemented. Some also queried the need for increasing the width of footpaths and introducing new pedestrian crossings. Some respondents simply noted their objections to the proposals.

The topography of the area was also raised in some submissions, stating that the need for cycle tracks isn't warranted and that the existing road network could be utilised by cyclists instead.

NTA Response to Issue 4 – NEED FOR SUSTAINABLE TRANSPORT CORRIDOR

The population of Cork is projected to grow by 50-60% by 2040, this means more people movement. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe, doing nothing is not an option. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.

The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary.

Improved footway provision and the addition of new pedestrian and toucan crossings will encourage pedestrians to walk and wheel and improve pedestrian safety. This will help encourage a modal shift.

The increased prevalence of e-mobility/e-bikes should make areas of the city with steeper topography more accessible for cyclists and other e-mobility users. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.

ISSUE 5: REMOVAL OF TREES AND GREEN SPACES

Residents were concerned with the volume of trees to be removed as well as the removal of green spaces and gardens. Some submissions stated that the proposals should enhance greenspaces and requested additional greenspaces and trees. One submission requested replacement trees are planted on private land in certain circumstances.

Several submissions raised concerns regarding the impact on the “triangle” on Gardiner’s Hill.

NTA response to Issue 5 – REMOVAL OF TREES AND GREEN SPACES

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.

Proposed Public Realm works to St. Luke’s Cross and Dillon’s Cross will also enhance the streetscape and landscaping in the area.

In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO, and a key outcome of these design interventions is the reduced impact on existing trees and gardens. The PRO proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- Although the proposed impact on the “triangle” on Gardiner’s Hill was relatively small, the design has now been amended and this location is no longer impacted.

However, there will still be a need to remove some trees. The NTA will endeavour to maintain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This

programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.

ISSUE 6: LOSS OF PARKING

Concerns were raised over the loss of on street parking spaces along the corridor. Respondents raised concerns that the loss of parking could impact on the value of their homes and could result in illegal parking. Residents noted that the plans weren't cognisant of their parking needs and especially noted the parking needs of the elderly and people with young families. Concerns were raised about the ability of carers, delivery drivers, tradespeople working in homes, people with disabilities and how residents would unload shopping. This could result in members of the community feeling isolated.

Other respondents suggested parking should only be removed if alternate parking would replace it. Several respondents also queried the stated number of parking spaces to be removed by the proposals and suggested it was an underestimate. Residents noted that existing parking is under pressure during events such as weddings and funerals and during school drop-off and pick-up times. It was suggested that parking is already an issue for many residents and the proposals would only worsen the situation. One respondent suggested each house should be guaranteed one parking space.

Some respondents noted that the bus gates would cause them to park further away from their homes. It was noted that the reduction in parking could cause tension in the community, by creating situations where residents are vying for fewer parking spaces. Some residents noted that they had no alternative to on-street parking and that this should be considered.

Respondents were concerned that the loss of parking and unloading bays could have a detrimental impact on businesses in the area, especially around St Luke's Cross, Summerhill North and Colmcille Avenue. Some respondents also queried whether disabled parking would be removed.

Parking amendments were suggested for Mahony's Avenue and it was suggested that parking permits are considered as well as electric vehicle charging points.

NTA Response to Issue 6 – LOSS OF PARKING

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members. Parking surveys will be carried out during the preliminary design stage

The existing provision of disabled parking will be maintained along the corridor, however, the location of certain parking bays may be subject to change.

Due to limited space within the road boundary, at certain locations, it is proposed to remove on street parking to meet scheme objectives with the creation of the sustainable transport corridor. The proposals do not impact existing in-curtilage parking along the route.

Off street parking has been proposed on Iona Park to compensate for the loss of on-street parking.

- Following review of the submissions received and further analysis, the route has been amended as part of the design development. The preferred route proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note: The STC has been amended in several locations and the proposed removal of parking spaces has been significantly reduced. Some parking spaces along Ballyhooly, Road, Summerhill North and Wellington Road have been removed to facilitate pedestrian crossings and bus stops.
- The existing unloading bay at St Luke's Cross will be retained.
- The set down parking arrangements at St Luke's Cross have been revised and two parking bays will be retained on Wellington Road, west of the junction.

ISSUE 7: INSUFFICIENT CONSULTATION

Respondents noted that there was a lack of local input when developing the design and noted that those residents without internet access found it difficult to take part in the consultation. Some respondents wanted further details in the consultation drawings and requested further images of the proposed street layout and for simpler language to be used. Some respondents also noted that the typical sections were not reflective of the reality especially along Gardiner's Hill.

One respondent noted that the timeframe between receiving the consultation packs and the consultation deadline was too short to thoroughly review the information.

NTA Response to Issue 7 – INSUFFICIENT CONSULTATION

This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.

As part of this non-statutory public consultation this STC received 345 submissions, while overall 2,982 submissions were received. In addition, there has been one Community Forum which was held at Mayfield GAA, and a public information event that was held over two days in Silversprings Hotel. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide.

A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide.

Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate measures will be provided to mitigate any impacts.

As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.'

The public consultation period for the STC was extended by approximately one month until the 3rd of October.

ISSUE 8: ALTERNATIVE OPTIONS

Respondents raised concerns that alternative options had not been fully explored, prior to design of the STC. A number of submissions proposed alternative infrastructure solutions, including the following:

- Park & Ride facilities and express bus services
- One-way arrangements for buses and general traffic, including Middle Glanmire Road, Old Youghal Road, Wellington Road, Summerhill North, Mahony's Avenue and Gordon's Hill
- Review of the MacCurtain Street / Brian Boru junction signalisation and timings
- Congestion charges and restrictions on HGV traffic
- Change the outbound bus lane on Summerhill North to an inbound lane
- Additional or alternatives cycle routes and improvements, including bike shuttles or lifts on steep hills
- Redesign of Dillon's Cross, including the replacement of the left turn lane at Dillon's with a cycle lane
- Alternative options which retained more on-street parking (Summerhill North, St Joseph's Church)
- Improve the through traffic routes such as the North Ring Road and N20 to discourage traffic going through residential parts of the city
- Alternatives to the signalisation of St Luke's Cross including gateway treatments and/or zebra crossings and retention of the left turn slip (with a pedestrian crossing)
- Introduction of a car sharing scheme

- Improved pedestrian and cycle access to Kent Station from the STC, through the provision of a lift and bridge

NTA Response to Issue 8 – ALTERNATIVE OPTIONS

In relation to specific points raised:

- Park and ride facilities are being explored as part of the overall BusConnects programme. Generally, bus priority needs to be established prior to the introduction of park and ride facilities. These would complement the proposals for Sustainable Transport Corridors.
- One-way arrangements have generally been avoided for the bus routes, where possible, to ensure coherence and usability of the route in both the inbound and outbound directions.
- The timings of signalised junctions adjacent to the route are subject to change following the further development of the traffic model at the next design stage. MacCurtain Street / Brian Boru junction signalisation and timings forms part of the MacCurtain Street Public Transport Improvement Scheme
- Congestion charges and HGV restrictions are considered outside the remit of the proposals.
- The Preferred Route Option has been amended along Summerhill North, with the previously proposed outbound bus lane now being omitted.
- The cycle route for the PRO has been amended and continues along Summerhill North, York Hill, Wellington Road, Middle Glanmire Road and Leycester's Lane before re-joining the previously proposed route along Old Youghal Road and Colmcille Avenue.
- Dillon's Cross has reviewed and due to vehicle tracking movements for larger vehicles, the left turn slip on Ballyhooly Road is required.
- The PRO along Summerhill North has been amended with the majority of the existing on-street parking being retained. The PRO has also been amended in the vicinity of St Joseph's Church which is no longer impacted by the proposals.
- It is anticipated that the majority of through traffic from the North of the city will use the North Ring Road and the N20.
- The signalisation of St Luke's Cross is the preferred option as it provides safe pedestrian priority on each of the arm of the junction. Proposed Public Realm works to St Luke's Cross will also enhance the streetscape and landscaping in the area.
- Car sharing schemes are considered outside the remit of the proposals.
- A lift and bridge linking the STC to Kent Station is not currently proposed.

ISSUE 9: COMMUNITY

Some respondents noted that the proposals would be detrimental to the local community by preventing local residents easily accessing their homes and nearby businesses. Some

residents noted that the bus gates and lack of parking could isolate them. One respondent raised a concern that proposals could result in an unsafe neighbourhood and properties could be damaged. Several respondents raised concerns regarding the potential health impacts of the scheme and noted that residents fears and anxiety about these changes aren't being considered.

Respondents noted the importance of quality of life, liveable neighbourhoods and viable local businesses. Some noted that the proposals favoured commuters over local residents and the plans could result in people moving away from the area. Several respondents stated that a strong community spirit exists currently, but the proposals could damage that. Residents noted that the area was a neighbourhood and inner-city community not just a transport corridor. Concerns were raised regarding the impact on the "triangle" on Gardiner's Hill which is used for community events.

Other respondents noted the proposals could enhance the neighbourhoods with public realm improvements and tree planting. Locals requested urban design considerations along the route and particularly at St Luke's Cross.

NTA Response to Issue 9 - COMMUNITY

The BusConnects Cork Scheme aims to provide improved walking, cycling and bus connectivity along the route and to Cork City Centre, providing improved access to additional services. The scheme also proposes safe crossing points for pedestrians and cyclists, improving connectivity across the corridor, throughout the route.

By encouraging active travel modes, it is hoped that improved health and wellbeing will be promoted in the community. Public Realm improvements, enhanced greenspaces and village cores will be carefully considered to improve community amenities along the routes.

It is noted that the design has now been amended at Gardiner's Hill and the "triangle" is no longer impacted.

Proposed Public Realm works to St. Luke's Cross and Dillon's Cross will also enhance the streetscape and landscaping in the area.

ISSUE 10: CHARACTER AND HERITAGE

Respondent noted that the city neighbourhoods are being detrimentally impacted by the proposals. It was noted that the loss of gardens, the potential introduction of in-curtilage parking to replace on-street parking would impact the character of the area. Respondents stated that the designers hadn't visited the area to fully appreciate the unique character, stating consideration of the area's heritage is required.

The impact of the proposed scheme on several specific buildings and features was raised, including; the retaining wall at Beechmount Place / Alexandra Place , St Joseph's Church, the water trough and toll house at St Luke's Cross and the triangle on Gardiner's Hill.

Several respondents noted that the signalisation of St Luke's Cross would have a detrimental visual impact.

NTA Response to Issue 10 – CHARACTER AND HERITAGE

The impact of the proposed scheme on character and heritage has been considered during the initial design stage and will be further assessed during the next design stage as part of the Environmental Impact Assessment Report. Measures will be proposed to mitigate the effects where possible. It should be noted that the design team did undertake several site visits to inform the development of the design. Initial proposals did not impact on the toll house and water trough at St Luke's Cross, this remains the case.

Following review of the submissions received the scheme has been updated to reduce the impact on character and heritage sites. The PRO proposes, amendments to some sections referred to in the submissions, with the following key design developments of note:

- Wellington Road: the proposals have been revised to remove the potential impact on the boundary and retaining walls at Beechmount Place / Alexandra Place on the northern side of the road.
- St Joseph's Church: the proposals have been revised at this location and the proposed cycle route is no longer routed through the grounds of St Joseph's Church.
- The Triangle: the proposals have been revised at this location and a route via Gardiner's Hill is no longer proposed and the Triangle is no longer impacted.

ISSUE 11: CYCLING INFRASTRUCTURE

Respondents noted their objection to and queried certain elements of the preferred cycle route, primarily due to the steep gradient along York Street and Gardiner's Hill. Alternative or preferred cycle routes were suggested. Concerns were raised regarding cyclists currently using footways and the potential for this to continue once the scheme is constructed, while other respondents preferred shared pedestrian and cycle facilities instead of the proposals. It was noted that Gardiner's Hill is too narrow for a quiet street approach.

Some respondents also raised concerns about the proposed offline section of cycle track through St Joseph's Church ground due to the proximity to the building, the potential impact on pedestrian and vehicular access and significant earthworks required.

Concerns were raised regarding the maintenance of the cycle route and the legibility and continuity of the preferred route, it was requested that the number of cycle crossing points along the route is reduced. Some respondents noted their preference for the type of cycle route, requesting a wide track with a gentle gradient. It was also requested that the proposals tied in with the MacCurtain Street Scheme. It was also requested that the cycle

provision was introduced in all directions for each junction, including advanced stacking locations (ASLs) and that the width of the cycle track is widened at bus stops.

Other respondents had concerns that there wasn't enough space for the proposed cycle tracks.

NTA Response to Issue 11 – CYCLING INFRASTRUCTURE

The exact arrangements for the cycle tracks at the bus stops will be considered further in the preliminary design stage. The cycle track is reduced in width to slow down cyclists on approach to the bus stop, to protect pedestrians.

The increased prevalence of e-mobility/e-bikes should make areas of the city with steeper topography more accessible for cyclists and other e-mobility users. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.

- Following a review of the submissions received and further analysis, the route has been amended as part of the design development. The preferred route proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note: The preferred cycle route was amended to follow a gentler gradient with sections of quiet streets included within the route. The PRO continues along Summerhill North, York Hill, Wellington Road, Middle Glanmire Road and Leycester's Lane before re-joining the previously proposed route along Old Youghal Road and Colmcille Avenue.
- The cycle route is no longer proposed along York Street and Gardiner's Hill

ISSUE 12: PEDESTRIAN INFRASTRUCTURE

Respondents raised concerns about proposals to narrow the footpath in locations, especially along Summerhill North. Concerns were raised about the proposals for the signalisation of St Luke's Cross and it not being pedestrian friendly, one respondent noted their preference for the introduction of zebra crossings instead of traffic lights. Some respondents were opposed to the signalisation of St Luke's Cross and the removal of the left turn slip.

Some respondents welcomed the increase in pedestrian crossings and the proposals at St Luke's Cross but others requested additional pedestrian crossings, especially near schools and along Ballyhooly Road. Some respondents requested improvements to the footpath on Mahony's Avenue, concerns were also raised regarding the pedestrian railing between Mahony's Avenue and Summerhill North. One respondent queried the removal of existing courtesy crossings on Gardiner's Hill.

Some respondents raised concerns regarding accessibility. Respondents noted a community survey had been carried out which showed a significant portion of residents have mobility issues, respondents wanted to ensure sufficiently wide footways (for wheelchairs and mobility scooters) and dropped kerbs are included within the design.

NTA Response to Issue 12 – PEDESTRIAN INFRASTRUCTURE

Footpath widths will be maintained at the existing width and improved where possible. Footpaths meeting minimum recommended widths provide enough space for two wheelchairs to pass each other.

Proposals to signalise St Luke's Cross will benefit pedestrians by ensuring safe crossings in all directions. The removal of the Middle Glanmire Road left turn slip at the junction will also improve coherence for pedestrians.

Following review of the submissions received the scheme has been updated to improve pedestrian infrastructure.

- An additional pedestrian crossing has now been included on Ballyhooly Road to increase safe crossing opportunities at this location, this will be particularly beneficial for school children in St. Patrick's College.
- The proposals along Summerhill North have been amended to retain the existing footpaths.
- Existing courtesy crossings on Gardiner's Hill will be retained as the PRO is no longer via this route.

ISSUE 13: INCREASED NOISE AND AIR POLLUTION

Residents raised concerns that potential increased traffic levels might result in higher levels of noise and air pollution and have a negative environmental impact. Residents were also concerned that with the road being moved closer to their homes and the removal of car parking would increase the noise levels and air pollution. Residents also were concerned that diesel buses would create more air pollution. Residents were also concerned the proposed traffic diversions would increase people's journeys, causing more pollution and that proposals will result in more cars sitting in traffic, increasing fumes and creating health issues.

One respondent was concerned about the potential ecological impact on herons on New Road by increasing traffic at this location.

NTA Response to Issue 13 – INCREASED NOISE AND AIR POLLUTION

BusConnects Cork aims to increase sustainable transport journeys via walking, cycling and bus use and therefore aims to reduce traffic volumes and associated noise and air pollution. It's anticipated that the proposed scheme would generally reduce traffic along the route which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the area, such as bus gates are also proposed to ensure that through-traffic movement is moved onto the identified major through routes via the North Ring Road and the N20.

An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and ecological impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

The bus fleet in the Cork Metropolitan Area is currently transitioning to zero emissions vehicles, which will reduce the air quality impact of buses using the STC. In addition, due to design development, the PRO proposal has reduced road widening significantly along Summerhill North.

It is noted that the traffic diversions along New Road are no longer proposed in the Proposed Route Option (PRO).

ISSUE 14: BUS NETWORK

A number of submissions raised concerns over the policing and enforcement of bus gates, bus lanes and cycle lanes to ensure that they are not used or blocked by unauthorised vehicles. Some respondents noted their preference for a smaller bus sizes, potentially using mini-buses on Middle Glanmire Road and electric buses were also requested. It was noted that there wasn't sufficient space on the carriageway for double decker buses along certain parts of the route. Other respondents had suggestions regarding the proposed bus routes and noted preference for circular bus routes.

Concerns were raised in a number of responses in relation to bus stops, submissions noted that moving certain bus stop locations (St Luke's Cross) would hinder bus users. Respondents also requested certain bus stops are reconfigured into pairs at Dillon's Cross and Old Youghal Road and consideration should be given to users transferring between bus routes. One respondent raised concerns that bus stop drop-off timings are not cognisant of the elderly and users with reduced mobility and another respondent noted the nearest bus stop was a considerable distance from their home and therefore wasn't practical to use.

It was suggested that contactless payment methods should be encouraged to improve bus journey times.

NTA Response to Issue 14 – BUS NETWORK

The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here:

<https://busconnects.ie/cork/busconnects-cork-new-bus-network/>. The New Bus Network is a separate project to this scheme.

A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the STC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of bus. This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.

The introduction of a new bus fleet, with an optimised layout for users with mobility issues, in conjunction with improved bus stops will aid with the swift access/egress for all bus users. Cashless payment systems are also being implemented on the bus network which will help to improve bus journey times.

ISSUE 15: IMPACT ON PROPERTY VALUE

Some residents who were either directly or indirectly impacted by proposals raised concerns over the possible devaluation of their property. A survey undertaken by residents suggested over 80% of residents on Ballyhooly Road had concerns that the proposals could reduce their property value. Residents were primarily concerned that potential loss of parking would impact their property value. One resident also raised concerns regarding increased vibrations on Summerhill North which could cause structural damage to their home.

NTA Response to Issue 15 – IMPACT ON PROPERTY VALUE

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, parking, access and landscaping. As the design progresses geotechnical studies will be undertaken to assess the ground conditions along the route and eliminate the possibility of subsidence.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme. As the design progresses geotechnical studies will be undertaken to assess the ground conditions along the route and eliminate the possibility of subsidence.

The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated that accessibility of properties located within this area will improve.

- Following a review of the submissions received and further analysis, the route has been amended as part of the design development. The preferred route proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note. The STC has been amended in several locations and the proposed removal of parking spaces has been significantly reduced. Some parking spaces along Ballyhooly Road, Summerhill North and Wellington Road have been removed to facilitate pedestrian crossings.
- The parking provision on certain streets and roads has changed but the total parking provision along the corridor has been retained. The parking arrangements on Summerhill North, Wellington Road, Ballyhooly Road and Old Youghal Road have increased from what was initially proposed in the EPR.

ISSUE 16: POTENTIAL LAND ACQUISITION

Some residents were concerned about the acquisition of private land to deliver the scheme. Particular concerns that were raised include the possible loss of aesthetic amenity, reduction in driveways, reduction in property value, privacy and potential impacts on boundaries and walls and the loss of gardens and potential issues with subsidence. The impacts on the St Joseph's Church, private gardens, Newbury House were also specifically raised.

A number of residents expressed concerns that the acquisition of private land in order to provide cycle lanes was excessive and unnecessary, believing that there would not be any significant usage in cycle lanes due to steep gradients and weather conditions. Some residents also expressed the opinion that the proposed width of footpaths at St Luke's Cross was excessive and that there are no issues with the existing conditions.

NTA Response to Issue 16 – POTENTIAL LAND ACQUISITION

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, parking, access and landscaping. As the design progresses geotechnical studies will be undertaken to assess the ground conditions along the route and eliminate the possibility of subsidence.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

The CPO of some portions of private land will be required to facilitate the construction of this scheme. The design team sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC B from 38 to 11. This will continue to be reviewed as the design progresses. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: <https://scsi.ie/consumer/disputes-resolution/cpo/>.

Following a review of the submissions received and further analysis, the route has been amended as part of the design development. The preferred route proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note

- Wellington Road: the proposals have been revised, which removes potential impact on the boundary and retaining walls at Beechmount Place / Alexandra Place on the northern side of the road.
- The proposals on Old Youghal Road have been revised, which removes the impact on St Joseph's Church and properties on Murmont Lawn.

The possible land acquisition at Newbury House provides sufficient footpath width along this section of Old Youghal Road and is proposed to be retained in the PRO.

ISSUE 17 TECHNICAL SURVEYS / DATA

Residents were concerned that there was not enough baseline data collected before the design of the bus corridor. Residents were disappointed that in depth environmental, social, economic, safety, traffic, heritage or conservation data was not collected or analysed before the scheme was designed. It was stated that if this data was collected and traffic modelling was done, the scheme could aim to provide for these needs. Other submissions outlined the background maps used when designing this route are out of date and do not consider the

current status of the buildings in the area, including new developments. One respondent queried whether the volume of cyclists projected to use the scheme has been analysed.

NTA Response to Issue 17 – TECHNICAL SURVEYS / DATA

Surveys will be undertaken during the next design stage to further inform the design and an Environmental Impact Assessment Report (EIAR) will be prepared for the proposed scheme and submitted as part of the planning application. Comprehensive traffic and topographical surveys will also be undertaken at the next design stage to further inform the design.

ISSUE 18 SCHOOLS IN THE AREA

Some respondents were concerned that the schools in the area had not been given sufficient consideration during the development of the design. Respondents raised concerns regarding safe walking routes to schools in the area, particularly on Ballyhooly Road and Gardiner's Hill, there were concerns that proposed traffic diversions could worsen the existing situation.

Concerns were also raised regarding school pick-up and drop-off times, some respondents noted traffic worsened around these times and other noted consideration should be given to those who drop off children and that drop-off parking bays should be included in the design. It was noted that engagement with the schools in the area is required. One respondent also noted pupils with mobility issues that attend the local schools should be considered, ensuring adequate drop off and transport facilities.

Several respondents raised concerns regarding removal of the school bus stop at St Luke's Church.

NTA Response to Issue 18 – SCHOOLS IN THE AREA

Special consideration will be given at locations where children are expected to use footpaths in greater numbers, for example at schools or youth clubs. Parking provision will also be further assessed at the next design stage, however, the existing school bus stop at St Luke's School will be retained.

Infrastructure improvements and active travel initiatives for schools are being progressed separately to the BusConnects Scheme under the Safe Routes to School initiatives, Further engagement with key stakeholders, especially schools will be undertaken at the next design stages.

Following review of the submissions received the scheme has been updated to improve pedestrian infrastructure adjacent to schools.

- An additional pedestrian crossing has now been included on Ballyhooly Road to increase safe crossing opportunities at this location.
- Parking on Ballyhooly Road has been reverted to the eastern side of the carriageway, with the majority of on-street parking bays being retained.

ISSUE 19: SUPPORT FOR THE SCHEME

Some submissions were supportive of the BusConnects initiative. While some submissions were generally supportive of the scheme, however they also suggested additional improvements or alternatives that should also be considered. There was support for improving the bus network and providing safer cycling facilities in Cork.

Suggested improvements along the scheme included increased prioritisation of cyclist safety, improved junction design and public realm improvements.

NTA Response to Issue 19 – Support For The Scheme

The NTA welcomes this positive feedback and support specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the statutory and non-statutory consultation process to facilitate the development of a scheme that maximises the benefit to all.

APPENDIX A

INDIVIDUAL CONSULTATION
SUBMISSIONS (REDACTED)

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-788	https://consult.nationaltransport.ie/en/field-collection/field-comments/1241	Proposed changes to parking will have a detrimental effect on the businesses on the Ballyhooley Road and St Lukes Cross.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Access to Properties	NTA-C9-750	https://consult.nationaltransport.ie/en/field-collection/field-comments/1196	Delivery drivers require access to properties	Please refer to the NTA Response to Issue 2.
STC B - Mayfield to City	Access to Properties	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Access required for skips, builders and tradespersons to carry out work on aging houses. Delivery drivers and care workers also need access	Please refer to the NTA Response to Issue 2.
STC B - Mayfield to City	Access to Properties	NTA-C9-1265	https://consult.nationaltransport.ie/en/field-collection/field-comments/1914	Objection to proposed restrictions on driving to properties in Dillons Cross	Please refer to the NTA Response to Issue 2.
STC B - Mayfield to City	Access to properties	NTA-C9-2856	https://consult.nationaltransport.ie/en/field-collection/field-comments/4167	access to these houses on Summerhill North for services or, indeed, any transaction involving vehicles cannot be achieved other than from the road.	Please refer to the NTA Response to Issue 2.
STC B - Mayfield to City	Access to Properties Individual Response	NTA-C9-19	https://consult.nationaltransport.ie/en/field-collection/field-comments/188	The plan is showing no vehicle access even though in place currently and back to before the 1960's. Require continued access to property via a dropped kerb as is currently in place. Often no on street parking available and those parking on the street often block driveway. Driveway is very narrow compared to immediate neighbours and intend to apply for planning permission to widen our access to match neighbours in the coming months. Document clearly states on p.23 that "vehicular access will be maintained to all properties" and yet there is an entire row of properties here where it has not been in this plan. This oversight does not give me confidence in the plan as it is and I very much hope that it is dealt with appropriately and quickly.	Please refer to the NTA Response to Issue 2. Individual Response: The PRO has been updated in this location to amend the parking in this area and retain access to the existing properties.
STC B - Mayfield to City	Access to Properties Loss of parking	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	, there is a greater need for these residents to have access to cars to be at their doorstep due to many reasons, failing health, mobility issues etc.	Please refer to the NTA Response to Issues 2 and 6.
STC B - Mayfield to City	Access to properties Traffic Disruption Due to Traffic	NTA-C9-2865	https://consult.nationaltransport.ie/en/field-collection/field-comments/4176	We have heard that the rerouting of traffic will mean that we will no longer be able to drive to our property at all. This will mean that we cannot even drop shopping at our door with removal of parking	Please refer to the NTA response to issues 2 and 3. Individual Response: Although diversions are proposed through traffic management measures access to residential properties will be retained in all cases.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Access to properties Increased Noise and Air Pollution Schools in the area	NTA-C9-503	https://consult.nationaltransport.ie/en/field-collection/field-comments/881	no consideration for the schools in the area for building so called plan ie , how is long is it going take le the destruction of the road , noise pollution and no assess to any where for this being built,	Please refer to the NTA Response to Issues 2, 13 and 18.
STC B - Mayfield to City	Access to Properties Loss of parking	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1418	Removal of car parking spaces will prevent people from accessing homes.	Please refer to the NTA Response to Issue 2 and 6.
STC B - Mayfield to City	Alternative Options	NTA-C9-617	https://consult.nationaltransport.ie/en/field-collection/field-comments/1023	The main reason for the hold up in traffic going into the city from this area is the traffic light sequence at the bottom of Summer hill with the junction of MacCurtain Sreet.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	Suggestion Implement a one-way system for the bus from the city. Bus could travel up Summerhill North from the city and travel down Wellington road to converge with traffic in the city either at York Hill or York Street or St Patricks Hill. Suggestion Proposals for Bus Connects predominantly refer to widening the roads, removing public access to roads and squeezing in bus lanes. A different, far simpler, non-intrusive approach can be adopted by Bus Connects by introducing narrower vehicles.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-936	https://consult.nationaltransport.ie/en/field-collection/field-comments/1449	I wish to propose that instead of disrupting multiple settled communities on this route by diverting mainstream traffic through these settled residential communities, many with narrow roads, the commuters from the outer regions should be served with a rapid bus route to the city centre. One or two pickup points similar to Park-and-Ride could be strategically located. The buses would then use the existing Ring Road to access the city. These routes could be from Ballyvolane to Blackpool and on to the city or Ballyvolane to Mayfield and on to the city with no other stops on the way. A rapid option would encourage commuters on to public transport. The constant stopping at bus stops on the route proposed by the NTA only serves to slow the journey and encourage the continued use of the car.	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/1562	Instead of increasing traffic volumes, we need less traffic overall which could be achieved with a one-way system between Summerhill North and Wellington Road.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Consider making both Summerhill North and Wellington Road, one way streets in alternate directions.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Consider making York Hill one way for general traffic travelling up hill, (there is already a No Right Turn onto Summerhill North from York Hill), put a Bus Gate at the junction of York Hill and Summerhill North, diverting general traffic up York Hill and along Wellington Road to the Junction of Wellington Road and Summerhill North	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Prioritise bus traffic at junctions only to minimise disruption to the local community. Complementary one way traffic systems on Summerhill North and Wellington Road, with one way associated bus and cycle lane	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Implement a one-way system for the bus from the city. Bus could travel up Summerhill North from the city and travel down Wellington road. Introduce narrower buses as oppose to widening roads	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Park and Ride proposed is an excellent idea to alleviate traffic congestion in the St Lukes/Mayfield area. Please include location for this	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Traffic lights sequence on Brian Boru Street at St Patrick's Quay and at Brian Boru bridge/Merchant's Quay/Anderson's Quay need to be addressed	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1974	. Introducing car sharing schemes would help to facilitate this.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	Could there be any chance of a bike ferry-bus serving hilly intervals over the Northside?	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative options	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Consider removal of left turning lane (due to short length) at junction of Wellington Road and Ballyhooly Road. Consider moving raised table closer to junction with Ballyhooly Road and treating as shared surface area.	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	Park and ride systems out of town with stops within outer suburbs such as Mayfield could solve many of the issues that are being addressed.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1424	https://consult.nationaltransport.ie/en/field-collection/field-comments/2144	Implement a Park & Ride Scheme at the outer edge of the city to serve schools and people driving in from outside the city and alleviate traffic congestion in Summerhill North in the morning	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1501	https://consult.nationaltransport.ie/en/field-collection/field-comments/2236	As of date, Summerhill North and Ballyhooly Road are used as transit routes from and to the suburbs and to the national roads along the North of Cork city by cars, lorries, busses, and coaches. With the projected increase in population by 50%, the plan seems to fall short of creating a sustainable corridor as everyone living north of Dillon's Cross is not being considered as priority of the BusConnects framework. Therefore, car traffic is likely to rather increase without providing residents in the North with ample access to public transport	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2258	Any developments should be aimed at reducing car numbers. This could be best achieved by introducing a park and ride system further out of the city where cars could be parked more cheaply than city centre parking and with reduced cars on the road the buses would travel much more quickly into town. The number of buses could be increased.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2258	In fact it would be more beneficial to have a one way system running between Summerhill North and Wellington road in opposite directions. This could be easily managed by residents and would alleviate traffic on both roads. In fact the biggest issue in our area related to traffic is the high volume of cars coming into the city.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	If Bus Connects is really serious in fulfilling its brief then why doesn't it make Summerhill North a bus and taxi and bicycle route only, only cars for local access, car parking bays adjacent to the wide footpath, interspersed with trees.	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative options	NTA-C9-1582	https://consult.nationaltransport.ie/en/field-collection/field-comments/2340	The proposed northbound bus lane on Summer Hill does not address the fact that the main congestion on this road occurs southbound towards the city.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2350	While the introduction of an alternative cycle route to the rear of St Josephs is welcome there seems to be little cognisance of destinations beyond St Luke's Cross. -Proposed route through st Joseph's church may benefit from a boardwalk to the southern edge of property boundary.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative options	NTA-C9-1626	https://consult.nationaltransport.ie/en/field-collection/field-comments/2403	I note that the current plan has a bus lane coming up Summer Hill but I believe this is the wrong way round and a bus lane is really needed going down the hill into town	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	Other cities have introduced measures such as congestion charges or alternate access days for odd and even vehicle registration numbers as a way of reducing the volume of traffic	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	The construction of Park and Ride facilities at the access points to the city ought to be the first step in the creation of the improved public transport system.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1665	https://consult.nationaltransport.ie/en/field-collection/field-comments/2455	On Route B a P&R facility in the Mayfield area could be serviced by buses using the North Ring Road, southwards, and the Lower Glanmire Road.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1665	https://consult.nationaltransport.ie/en/field-collection/field-comments/2455	The end aim of these proposals is to reduce the number of cars entering the City by improving bus transport. The obvious solution to this, to begin with, is the provision of Park-and-Ride facilities at the outer end of all or most of these corridors. This would alleviate the traffic through the corridors and reduce the requirement to cut parts of many citizens' front gardens.	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	Improved traffic controls and pedestrian circulation at the St. Lukes junction. One uphill cycle lane on Summerhill, by reduction of North side footpath. One uphill cycle lane where it can be fitted on Wellington Road, or one downhill. Not both as proposed. Improvements to traffic management at the bottom of Summerhill which has become the one significant traffic problem for people trying to access the city from this site of tow	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Park and Ride proposed on Page 4 is an excellent idea to alleviate traffic congestion in the St Lukes/Mayfield area but no location for this is identified on the maps. Please include.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2745	One is needed on the Blackpool/Blarney side and one is needed on the Mayfield/Glanmire side.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1906	https://consult.nationaltransport.ie/en/field-collection/field-comments/2770	We would recommend moving the new Toucan Crossing on Map 9 from its proposed location to the other side of the entrance to Mount Brosna.	Please refer to the NTA Response to Issue 8.

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Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	<p>Potential to develop Dillons' Cross (DC)</p> <p>Current proposals provide no material improvements to DC and potentially the removal of historic residential boundary walls. It could be improved if it received proper pedestrian priority and public realm treatment. Current layout gives a very large amount of road space to motor traffic to the detriment of pedestrians being able to cross safely. The signalisation of the cross for motor traffic means pedestrians have long wait times at these crossings. Propose a radical redesign of Dillon's Cross to one which puts the pedestrian environment first while maintaining bus priority measures. The redesign of the public realm should extend to the area around Stream Hill, if not as far as New Road, on the Old Youghal Road. It should include the approaches north from Glen Avenue and west from Brian Dillon Park too. A radical redesign of Dillons' Cross and its approaches may act as an opportunity also to reinstate business parking in the proposals. Proposed crossings at the junction of Ballyhooly Road and Glen Avenue are welcome, in particular providing one near the Sunview East access to the Glen River Park</p>	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	During the Cork Main Drainage Works, a one-way traffic route worked along Wellington Road and Summer Hill.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	Instead of introducing signalised crossings to St. Luke's and Dillon's Cross, consider gateway treatments to enhance its village-like character and calm traffic, as shown on Figure 3.18, page 49 of the Design Manual for Urban Roads and Streets.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Bus Connects must be delivered in concert with a comprehensive park-and-ride investment programme.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	Consider a one-way traffic route along Wellington Road and Summer Hill. This could facilitate on-street parking.	Please refer to the NTA response to issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	Urge the NTA to investigate the implementation of an active travel scheme design that might retain some level of on street parking and provide an improved public realm with wider footpaths and shared footpath/cycle facilities ALTERNATIVE PROPOSAL - a segregated shared 3.0m wide foot/cycle facility uphill from MacCurtain Street/Summerhill North junction to St. Luke's Cross on the northern side of the road, an uphill 3.0m wide shared bus and traffic lane, a downhill 3.0m wide shared bus/traffic lane, with a 60m length bus only lane on the city approach to the signal controlled junction, a minimum 1.8m wide down hill footpath on the southern side of the road and rationalisation of the parking provision with a combination of hard and soft landscaped traffic islands. This design would provide up to 40 on street parking spaces.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2093	https://consult.nationaltransport.ie/en/field-collection/field-comments/3009	i would propose that Park & Ride facilities be introduced on the Northside and provide dedicated electric buses to these locations.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2121	https://consult.nationaltransport.ie/en/field-collection/field-comments/3041	Therefore I am pleading with you to find an alternative route for these cycle lanes, one which will not have a negative impact on peoples ability to access basic and essential health care needs such as prescription items.	Please refer to the NTA response to issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	It would appear that the majority of traffic delays on the local road network is caused by traffic from outside of the immediate area travelling to the city and the schools on Wellington Road and St Patrick's Hill. Proposals should consider alternative ways to improve traffic flows on Summerhill North and Ballyhooly Road by reducing the traffic volumes from Mayfield, Ballyvolane and Glamire. Traffic from the wider area should be encouraged to utilize alternative routes such as Dunkettle, Tivoli and the Lower Glanmire Road (N8) all of which would be better suited to higher volumes of traffic (at speeds envisaged) from existing and planned development in the wider Cork Metropolitan Area.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	Can NTA investigate the implementation of an active travel scheme design that might retain the on street parking where it is currently, yet provide an improved public realm and a higher quality of on road cycling.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	Relocating commuter traffic from outside Cork from this local street could be achieved by improving the traffic flow on the wide arterial roads with park and ride facilities and better public transport services.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2308	https://consult.nationaltransport.ie/en/field-collection/field-comments/3614	Why not address the rush-hour gridlock of single persons in cars with no passengers in them - Ballyhooley Road expansion will only exacerbate the situation.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2320	https://consult.nationaltransport.ie/en/field-collection/field-comments/3626	People parking in adjoining area and busing to town - park and ride in area	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2796	https://consult.nationaltransport.ie/en/field-collection/field-comments/4107	I would instead urge the NTA to expand the North ring road network and funnel the traffic from the North side down Silverspings hill	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	Make York Hill one way from Summerhill North.	Please refer to the NTA response to issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	Park and ride needed for NE Ward	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-215	https://consult.nationaltransport.ie/en/field-collection/field-comments/518	middle glanmire Road up one way and down the old youghal Road down one way then no one would have to loose their gardens but it might take slightly longer .	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-519	https://consult.nationaltransport.ie/en/field-collection/field-comments/898	it's a well-known fact that merging into lanes ALWAYS causes traffic to build up. Furthermore, the recent removal of the third city-bound lane on Brian Boru Street/Bridge has added to traffic build-up in the area, and is therefore the fault of the local city council. If the lights at these junctions simply operated in sync with each other, traffic would move far more freely.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-571	https://consult.nationaltransport.ie/en/field-collection/field-comments/967	Currently, much of the traffic flowing through this section comes from outside the area, and a Park and Ride facility in the vicinity of Ballyvolane Dunnes would hugely diminish current traffic levels, especially during peak times. Buses are currently well able to run efficiently on this part of the road except at pedestrian crossings which would still be required if the proposed bus lanes were introduced. Fewer cars passing through the area because of the P&R would positively impact even this while still allowing residents, businesses, and people on school runs to have access to the area.	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	<p>Implement a shuttle bus system connecting to park and ride system with separate express bus corridor between the park and ride areas, surrounding suburbs and the city centre (as outlined in point 5 above). Existing radial bus routes between the city centre and park and ride nodes could then be re-configure into split /circular out and return routes where the distances between opposing direction stops is between 5 and 15 minutes walk.</p> <p>6.2. Implement a congestion charge/ low emission zone that charges car drivers using congestion causing/ polluting technologies a daily fee (through A.N.P.R. technology) for those entering a defined inner city zone, This would not only act as a deterrent against unnecessary car journeys into and through the city centre but would also provide much needed income to the City for use in furthering sustainable transport objectives.</p> <p>6.3. Implement restrictions on the times that H.G.V.'s may enter and leave this same zone (as outlined in 6.2 above) so that essential deliveries don't interfere with peak commuting times.-only allowing deliveries from 7pm till 7am and again from 10:30am -3:30pm.</p> <p>6.4. Re-examine how the planned Mayfield bus route B would operate and who it in fact serves. To this end may I suggest splitting part of the outgoing and return routes between Old Youghal Rd and Middle Glanmire Rd. making portions of both one way systems (in opposing directions (see suggested routing map included as a separate attachment with this letter).</p>	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	<p>The pinch point is the heavy traffic at McCurtain Street/Brian Boru Street and onto Merchant's Quay. This delay has been exacerbated by the fact that the traffic lane in Brian Boru Street only allows a small number of vehicles at a time so the delay starts there and quickly backs up traffic coming down Summerhill.</p> <p>Unless there is some way that the delay caused by the pinch points from the bottom of Summerhill to Patrick's Street can be resolved then no amount of road works will decrease the transit time to target of 15 minutes.</p> <p>Another cause of delay is the traffic coming from Wellington Road tend to to come down York Hill and delay traffic coming down Summerhill.</p> <p>The stretch of road outside St Joseph's Church can cause delays on Old Youghal Road.</p>	Please refer to the NTA Response to Issue 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options	NTA-C9-2104	https://consult.nationaltransport.ie/en/field-collection/field-comments/3035	Every morning there is a queue of traffic down the hill, whether this is cars and buses or just buses and lorries, traffic is still now going from one / 2 lanes into only 2 lanes now on Brian Boru Street and bridge where this used to be 3 lanes. This has caused significant traffic delays to all traffic in the area.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options	NTA-C9-2104	https://consult.nationaltransport.ie/en/field-collection/field-comments/3035	Every morning there is a queue of traffic down the hill, whether this is cars and buses or just buses and lorries, traffic is still now going from one / 2 lanes into only 2 lanes now on Brian Boru Street and bridge where this used to be 3 lanes. This has caused significant traffic delays to all traffic in the area.	Please refer to the NTA Response to Issue 8.
STC B - Mayfield to City	Alternative Options Bus Network	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	Link a network of small busses with the park and ride and transport hubs.. The network could run through the smaller streets regularly and support school trips, local shopping and community activity. If these smaller busses linked with the park and rides and transport hubs	Please refer to the NTA Response to Issues 8 and 14.
STC B - Mayfield to City	Alternative Options	NTA-C9-1395	https://consult.nationaltransport.ie/en/field-collection/field-comments/2109	Use one of the many alternative suggestions I've seen proposed. One way system, smaller buses, etc	Please refer to the NTA Response to Issues 8 and 14.
STC B - Mayfield to City	Alternative Options Bus Network	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	Limiting larger busses to a shuttle service between out of town park and ride facilities and the city centre (along core corridors better suited to their larger size)?	Please refer to the NTA Response to Issues 8 and 14.
STC B - Mayfield to City	Alternative Options Bus Network Schools in the area	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	Much has yet to be done to transform the bus system and other forms transport systems in the city. Bus journey times can be improved by creating contactless ways to pay, restructuring the payment system (multi trips within time frame) introduction of park and ride, increase in parking monitors, removal of HGV vehicles in city centre during peak hours. A targeted public campaign in the media and also a robust education programme in schools to encourage children and parents to use public transport have not been implemented.	Please refer to the NTA Response to Issues 8, 14 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options Cycling Infrastructure	NTA-C9-1255	https://consult.nationaltransport.ie/en/field-collection/field-comments/1900	Consider putting the two cycle lanes together on the north side of wellington road; leaving the south side of the road free for parking for residents only.	Please refer to the NTA Response to Issues 8 and 11.
STC B - Mayfield to City	Alternative Options Cycling Infrastructure Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Implement a one-way system for the bus from the city. Bus could travel up Summerhill North from the city and travel down Wellington road to converge with traffic in the city either at York Hill or York Street or St Patricks Hill. s. Instead of segregated cycle lanes on both sides of Wellington Road, confine the cycle way to one side of the road i.e. the left hand side (Griffith College side) from the city. Traffic lights sequence on Brian Boru Street at St Patrick's Quay and at Brian Boru bridge/Merchant's Quay/Anderson's Quay need to be addressed. The current traffic light sequence is not long enough to alleviate traffic from Summerhill North/Mc Curtain street. Now is the time to make safe the right turn from O'Mahoney's Avenue to St Lukes cross. The right hand turn ban is ignored by the general public, vehicles continually turn right here. Please revisit this.	Please refer to the NTA response to issue 3, 8 and 11.
STC B - Mayfield to City	Alternative Options Pedestrian Infrastructure	NTA-C9-2251	https://consult.nationaltransport.ie/en/field-collection/field-comments/3243	The submission states that the providing improved access to Kent Station from Summerhill North should be explored to allow interchange between the train station and the proposed bus stops on Summerhill North (Map 2). A pedestrian bridge from Clifton Terrace across the Lower Glanmire Road, along with a lift to the north-western end of the station platforms, is suggested	Please refer to the NTA Response to Issues 8 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options Pedestrian Infrastructure Character and Heritage	NTA-C9-1481	https://consult.nationaltransport.ie/en/field-collection/field-comments/2211	<p>I recommend making O'Mahony's Avenue one-way in a southbound direction in order to reduce the level of through traffic and rat-running.</p> <p>I also recommend that improved pedestrian crossing infrastructure be provided at this junction including: raised table and wider footpath provision be introduced to further prioritise pedestrians (and school children) above private cars at this location.</p> <p>I recommend that the proposed Summerhill North bus lane be reversed to allow bus services to bypass the congestion in a south-west direction.</p> <p>I recommend that the cycle tracks replace the left turn lane from Wellington Road to Ballyhooly Road and greater consideration is given to protecting the Cultural and Architectural Heritage.</p>	Please refer to the NTA response to issue 8, 10 and 12.
STC B - Mayfield to City	Alternative Options Road User Safety Schools in the area Individual	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	<p>If proposed signalisation of St Luke's Cross is removed, an uphill bus lane on Summer Hill is no longer required. This will allow for the provision of a better pedestrian and cycle environment on Summer Hill, as well as the retention of on-street residential parking. Provide both structured on-street residential parking on the south side of Summer Hill and an uphill shared pedestrian/cycle path on the north side. On Ballyhooly Road and Summer Hill, the environment caused by motor traffic can be poor and detract from the residential nature of the street. Residents have requested the introduction of a 30km/h zone along the route, provision of traffic calming, better pedestrian crossings and prioritisation, and improved public realm in keeping with the architecture of the area. Current proposals have caused residents to recognise traffic issues, including noise and air pollution. CMATS envisions a congestion charge will be considered to help reduce air and noise pollution and free-up space for pedestrians, cyclists and public transport. Residents have expressed support for the introduction of a congestion charge.</p>	Noted. Please refer to the NTA response to issue 1, 8 and 18.
STC B - Mayfield to City	Alternative Options Schools in the area	NTA-C9-875	https://consult.nationaltransport.ie/en/field-collection/field-comments/1361	<p>The majority of the traffic on our road is also non-local traffic that is commuting to the city or one of many schools in the area. Targeting these sources of traffic would make much more sense. Park and Ride facilities to assist these commuters to travel to the city centre would vastly reduce the number of cars in the area. Working with schools to identify pupil drop-off points would again mean much less traffic congestion which is what everyone wants.</p>	Please refer to the NTA Response to Issues 8 and 18.
STC B - Mayfield to City	Alternative Options Schools in the area	NTA-C9-2188	https://consult.nationaltransport.ie/en/field-collection/field-comments/3141	<p>Park and Ride facilities must be part of the bigger picture here to assist commuters to travel to the city centre. Why not work with schools to identify pupil drop-off points, again reducing traffic congestion which is what everyone wants. Nobody wants to be stuck in traffic.</p>	Please refer to the NTA Response to Issues 8 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Alternative Options Supportive of the Scheme	NTA-C9-1295	https://consult.nationaltransport.ie/en/field-collection/field-comments/1960	I agree with and welcome the suggestions around traffic signal / perhaps a roundabout at St Luke's cross, as this junction is quite dangerous presently	Please refer to the NTA Response to Issues 8 and 19.
STC B - Mayfield to City	Alternative Options Supportive of the Scheme	NTA-C9-309	https://consult.nationaltransport.ie/en/field-collection/field-comments/641	Great to see cycle track on Wellington road as it's much nicer than Summerhill North York street is very steep for bikes, although it is a good entry point for a number of routes in the city. If possible it would be good to avoid any steps in the footpaths there so bikes can be pushed up. It's not clear from the map of the cycle path from Wellington Road going to York Street, but will there be two lanes on the section after bikes coming from St. Luke's need to cross over before turning left onto York street? Near the bus stops on Lower Glanmire Road the map doesn't show that there is an existing cycle lane (slipway) in the short section from the TFI bike station that comes out just next to Boru Coffee shop The quietway from Saint Joseph's Drive could be very nice, and the link to cycle paths on Old Youghal Road will make lots of trips in this area a lot nicer. However, by not including a link to existing cycle infrastructure on Ballyhooley road it probably won't be so useful for a lot of trips	Please refer to the NTA Response to Issues 8 and 19.
STC B - Mayfield to City	Bus Network	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	The proposed new bus stop for St Lukes is a considerable distance away from St Lukes cross. The current bus stop serves people living on Wellington Road and Middle Glanmire road. The proposed new location does not serve the cross well.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Consider utilising a narrower design of bus or improving on real-time passenger information. The introducing a cashless system is welcome, but providing a free system for inner-city short hop travel for a period of time would help promote use	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1666	https://consult.nationaltransport.ie/en/field-collection/field-comments/2456	You have london size buses coming up and down the hill mostly empty off peak times maybe smaller more economical/electric buses instead of all this disruption to peoples lives.	Please refer to the NTA Response to Issue 14.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Bus Network	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2745	For instance, Rapid buses should travel from Mayfield into the City via the Lower Glanmire Rd and the North Ring Rd. Local buses could then take the Old Youghal Rd etc. I really think it is a missed opportunity to provide more localised minibuses which could pick up and drop of within the communities around Mayfield and The Glen.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2745	It has been said to us that Circular Bus routes do not work but could incorporate some loops?	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2251	https://consult.nationaltransport.ie/en/field-collection/field-comments/3243	The submission states that additional bus stops should be placed on all 3 arms of the junction of Old Youghal Road and North Ring Road to facilitate interchange between routes 2, 2A, 2B and 21 of the Cork New Bus Network.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2251	https://consult.nationaltransport.ie/en/field-collection/field-comments/3243	The submission states that the proposed bus stop at the junction of Old Youghal Road and Comcille Avenue (Map 10) should either be removed, or an additional outbound stop should be placed opposite it, in the interest of legibility.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2251	https://consult.nationaltransport.ie/en/field-collection/field-comments/3243	The submission states that the three proposed bus stops in the vicinity of Dillon's Cross (Map 5) should be reconfigured into either one or two pairs of stops.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2310	https://consult.nationaltransport.ie/en/field-collection/field-comments/3616	Why no small buses running on Middle Glanmire Road? Local schools could be accessed with small buses. Distance to regular bus stops can be 15 minutes walk away - too far for some people.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2311	https://consult.nationaltransport.ie/en/field-collection/field-comments/3617	Would it not be a good idea to run a small bus on Middle Glanmire Road several times a day. Core school runs a fleet of coaches on this road regularly.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2325	https://consult.nationaltransport.ie/en/field-collection/field-comments/3631	A bus service is urgently required in Middle Glanmire Road. Suggestion: loop from Colmcille Road to Montenotte Care Centre - turn at care centre end and go back to Colmcille Road. Purchase old Mortuary and care centre etc	Please refer to the NTA response to issue 14.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Bus Network	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	As it is, your target times for picking up and discharging of passengers are wildly optimistic when faced with a large number of elderly passengers with mobility issues.	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	Has anyone looked at where those getting on the 208 bus are actually journeying to? Suggest that half of the buses do a circular route. School term times appears to be one of the key determinants of the volume of bus passengers and vehicles accessing the city.	Please refer to the NTA Response to Issues 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2304	https://consult.nationaltransport.ie/en/field-collection/field-comments/3610	Church Hill as it is now resembles a narrow country road. My issue is the use of a Double Decker bus on this road. I'm wondering is it the intention to remove parts of gardens adjoining the road?	Please refer to the NTA response to issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-750	https://consult.nationaltransport.ie/en/field-collection/field-comments/1196	We need to improve our bus routes and frequencys	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	The proposal is centered on a person(s) working/living adjacent to the city center and who is able-bodied to walk/cycle/get a bus to work/city. Many people do not work in the city center. For example, Johnson & Johnson are based in Ringaskiddy, 20km from city center and haveapprox 2,200 on its payroll.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1622	The overall proposal appears to give little or no consideration to adopting more appropriate technology in bus design and scale, and improving on real time passenger information. Further issues with the public bus system is that it tends to be inefficient, unreliable and late on occasion.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1127	https://consult.nationaltransport.ie/en/field-collection/field-comments/1729	Porposed route will not take me to my place of work	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Opposed to moving the bus stop in St Lukes	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	Replacedouble-decker buses with smaller buses, which run at a greater frequency at rush hours and are more economical and less energy wasteful at off peak times.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1432	https://consult.nationaltransport.ie/en/field-collection/field-comments/2151	The removal of the 208 bus stop is also a concern as older residents use this stop daily	Please refer to the NTA Response to Issue 14.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Bus Network	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	87% of respondents of a survey completed by 66 people on the ballyhooley Rd said that current bus routes which stop on Ballyhooley road do not go to the places you regularly travel to by car.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1553	https://consult.nationaltransport.ie/en/field-collection/field-comments/2299	The double decker buses travelling along Summerhill North are generally very sparsely occupied. Buses accessing Mayfield, Glanmire and future new suburban areas, should be routed down along the main roads below. Lower Glanmire Road, Tivoli and up at Silversprings towards Mayfield.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1601	https://consult.nationaltransport.ie/en/field-collection/field-comments/2370	The bus access through St. Luke's should be cognisant of the existing school bus stop at St. Luke's church which is used every day by our school and pupils of St. Luke's National School. Kids and their parent should be surely encouraged via this scheme to use public transport.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	87% of respondents of a survey completed by 66 people on the ballyhooley Rd said that current bus routes which stop on Ballyhooley road do not go to the places you regularly travel to by car	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	If road width and pinch points are a concern would it not be a cheaper and more effective approach to invest in narrower buses which are readily available and used in other countries.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	Would it not be a good idea to replace them with smaller buses, which run at a greater frequency at rush hours and are more economical and less energy wasteful at off peak times	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	The proposed double decker buses illustrated in the proposed sections, clearly show that the scale of the buses are too large for the carriageway and below minimum standard footpaths. Single decker buses or shuttle buses are more appropriate to the scale, function, and local context.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2321	https://consult.nationaltransport.ie/en/field-collection/field-comments/3627	Times start and where - route, frequency	Please refer to the NTA Response to Issue 14.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Bus Network	NTA-C9-2329	https://consult.nationaltransport.ie/en/field-collection/field-comments/3635	The overall proposal appears to give little or no consideration to adopting more appropriate technology in bus design and scale. My personal issue with the public bus system is that it tends to be inefficient, unreliable and late on occasion. There is little or no mention of other measures such as using a more streamlined design of bus and improving on real time passenger information.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2330	https://consult.nationaltransport.ie/en/field-collection/field-comments/3636	I would like it to be acknowledged that there are/will be plans to provide a bus service to serve the area south of the Bride River, east of the Mallow Road and west of Dublin Hill, which is the subject of up to 1200 new proposed units as per Cork City Council.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to moving bus stop at St Lukes This is a very convenient stop especially for residents of Middle Glanmire Road, Wellington Road	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-262	https://consult.nationaltransport.ie/en/field-collection/field-comments/581	The number 7 or 8 buses will not take me to any of my destinations.	Please refer to the NTA Response to Issue 14.
STC B - Mayfield to City	Bus Network	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	Converting the ticketing system to a cashless only system will further isolate those still able to use the bus network as many of them are fearful/ distrustful of automated systems that they simply do not understand. Should we not rather be looking at smaller sized buses, better able to navigate Cork's steep narrow streets?	Please refer to the NTA Response to Issue 14.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Bus Network Cycling Infrastructure Schools In The Area	NTA-C9-1997	https://consult.nationaltransport.ie/en/field-collection/field-comments/2889	<p>The proposal to introduce cycle lanes to Wellington Road – connected to McCurtain St. makes little sense. The link between McCurtain St. & Wellington Road is shown as being up the steep hill at York St. York St. has the same incline as St. Patrick's Hill (famed as one of the steepest streets in the country). At this incline, the length of York St. from McCurtain St. to Wellington Road is 66% longer than the length of St. Patrick's Hill from McCurtain St. to Wellington Rd. Effectively, your proposal has selected the longest, steepest link available between McCurtain St. & Wellington Rd. & designated this for cyclists. It is unlikely to be physically possible to cycle up York St. for the average cyclist (given the incline of the street), and it will certainly be very risky for cyclists travelling down this steep incline to a junction with McCurtain St. This proposal makes little practical sense & appears quite hazardous & ill conceived.</p> <p>The plans show the proposed cycle lanes turning right together at the top of York St. onto Wellington Road. They travel together for a short distance on the southern side of Wellington Road, before separating (with the outgoing lane crossing to the northern side of Wellington Road. This is where buses park to collect school children on a daily basis (see photos).</p> <p>There is currently and will in future be nowhere else for these buses to pull in for the school children they are catering for if the changes are implemented as currently proposed.</p>	Please refer to the NTA Response to Issues 11, 14 and 18.
STC B - Mayfield to City	Bus Network Schools in the	NTA-C9-1185	https://consult.nationaltransport.ie/en/field-collection/field-comments/1809	Retian the bus stop outside St. Luke's Church on Summerhill.	Please refer to the NTA response to issues 14 and 18.
STC B - Mayfield to City	Bus Network Schools in the area	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2789	<p>Currently there is a bus stop outside St Luke's church on Summerhill. This is for the school bus that serves the children of St Luke's National School. This bus stop is removed from the Bus Connects proposal.</p> <p>The alternative bus stops proposed on the Bus Connects route are not suitable as they would necessitate many road crossings for the school children.</p> <p>With the current bus stop the children can walk directly from the bus down O'Mahony's avenue without any road crossings. It is essential that this is maintained in the new proposal.</p>	Please refer to the NTA response to issues 14 and 18.
STC B - Mayfield to City	Bus Network Schools in the area	NTA-C9-2093	https://consult.nationaltransport.ie/en/field-collection/field-comments/3017	<p>It is essential that this bus stop is maintained for our students to go to and from school safely. This would ensure that our students can walk to school safely.</p>	Please refer to the NTA Response to Issues 14 and 18.
STC B - Mayfield to City	Character and Heritage	NTA-C9-640	https://consult.nationaltransport.ie/en/field-collection/field-comments/1052	St Luke's is a uniquely historic village in the city.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The people of historic neighbourhoods should not have their environment affected badly by the creation of high-volume transport routes which facilitate a model of suburban development that is unsustainable. A no harm policy should exist for new development. Cork, a prosperous trading port, was heavily influenced by the design of cities in Northern Europe leading to a unique form of architectural expression in the city which is now recognised as of national importance. Sensitive and balanced intervention can support regeneration, and economic investment. Protection of existing neighbourhoods is key to success.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The route passes through many historic neighbourhoods. The protection of neighbourhoods should be a primary concern within the proposals. The proposals seem like designs from out of town road proposals and are not considerate enough of the needs of city neighbourhoods.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The submission states that alterations to streets of the historic area around St Lukes proposed could be greatly reduced in the plans, and that many current facilities proposed to be removed could be maintained for the communities.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1250	St Luke's Cross and Wellington Road form an Architectural Conservation Area (ACA). It is clear that no baseline study has been carried out for this area. The proposal does not contain information on the historic built features such as the toll booth and water trough at St Luke's Cross, houses on Alexandra Place, historic limestone rainwater gully and kerbing on Gardiners Hill, and negative impacts of proposed traffic lights, signage and ground re-surfacing on the character of the ACA	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-838	https://consult.nationaltransport.ie/en/field-collection/field-comments/1318	The area is rich in architectural heritage which this proposal is at odds with.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The triangle on Gardiners Hill is a historic and current community resource with regular neighbourhood gatherings of families. It will be replaced by a main road. As one of the oldest neighbourhoods in the city Gardiners Hill has architecturally important infrastructure which must be protected.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-865	https://consult.nationaltransport.ie/en/field-collection/field-comments/1349	The proposal will strip the area of it's village character.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1415	Objection to removal of 150 year old wall on Wellington Road	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-946	https://consult.nationaltransport.ie/en/field-collection/field-comments/1463	The removal of garden walls and gates at Beechmount Place will destroy construction that dates from the 1860's. The subsequent removal of most of the approximately 4-metre high wall to Alexandra Place will require sheet piling, at least, to support the soil behind. A stone finish will have to be applied to try to match the remaining wall section, which it won't do as modern stone wall construction has neither the time nor money to copy. A huge engineering task with very little gain.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-983	https://consult.nationaltransport.ie/en/field-collection/field-comments/1523	The removal of the wall at Beechmount Place , which goes back to the 1800's, seems excessive as it will not reduce the bottleneck in St Lukes. The wall is part of the heritage of the area and would not be replaced to the same standard if it was removed.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	Reduction of green triangle at the top of Gardiners Hill: this is to accommodate additional foot and cycle paths, which seems unnecessary	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	Please confirm the Toll and Water trough are remaining at St Lukes cross.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	St Lukes/Wellington Road are designated areas of Architectural Conservation in Cork City, as per Cork City Councils National Development Plan.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	This is an area of historical importance. It is not reasonable to treat this historic and picturesque area as a transport corridor from the city centre to the northern suburbs.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	There is some concern that there are graves situated in St Joseph's Church that may be disrupted by the proposed walkway. These must be examined prior to any excavation and a plan put in place.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Summerhill and the surrounding area is an Architectural Conservation Area (ACA) with a mix of owner occupiers, landlords and tenants who are all committed to the area and community in which we live.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1139	https://consult.nationaltransport.ie/en/field-collection/field-comments/1747	Objection to the potential removal of beautiful front of property which is hundreds of years old	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1143	https://consult.nationaltransport.ie/en/field-collection/field-comments/1751	Proposal would destroy a unique area of the city	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1758	St Luke's Cross is a historic neighbourhood and an area of architectural importance. The bus connect proposal will take from the village feel. The area will be less attractive to people wanting to buy and live here.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1155	https://consult.nationaltransport.ie/en/field-collection/field-comments/1773	St Joseph's Church is listed on the National Inventory of Architectural Heritage (NIAH) register	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Please confirm in writing that the Toll and Trough in St Lukes will remain in situ	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1255	https://consult.nationaltransport.ie/en/field-collection/field-comments/1900	There is distinct and unique architectural heritage and history to this part of the city and due care and consideration should be given to maintaining and enhancing this	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1966	We are opposed to the removal of walls facing onto Wellington Road that stretch from Beechmount Place along to Alexandra Place. These walls date from the 1860's and are not replaceable with modern or salvaged materials.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	A significant part of the Wellington Road, Summer Hill North, St. Lukes, Gardiner's Hill and immediate environs is a Conservation Area.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Extra signage in addition to the lights will detract significantly from the community feel and local amenity value at the main crossroad at St Luke's	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Objection to the possible removal of the St. Luke's Cross Toll Booth. The Toll Booth is recorded in the National Inventory of Architectural Heritage and is rated of regional significance.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	The existing stone retaining wall with saddleback brick coping at Alexandra Place and Beechmount Place adds to the distinctive character of the ACA.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1334	https://consult.nationaltransport.ie/en/field-collection/field-comments/2026	Cobblestone on edge of paving on lower section of Gardiner's Hill has been there for hundreds of years and is a protected feature, therefore it should not be altered.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1377	https://consult.nationaltransport.ie/en/field-collection/field-comments/2081	Preserve the historic form of Wellington Road and its architecture and the protected status and landscape	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	The area has many old buildings, trees and walls including the distinctive and historic Toll booth and water trough at St Luke's Cross. Any attempts to knock old walls and structures will diminish the overall attractiveness and result in loss of the very heart of the neighbourhood.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and heritage	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	The old buildings that we and many others have invested in and renovated to family homes have significantly contributed to the revitalisation of the area.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	Additional traffic will impact on historic and sustainable area of Summerhill North.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1553	https://consult.nationaltransport.ie/en/field-collection/field-comments/2299	'Architectural Conservation Areas' need support and conservation to maintain themselves as living areas, we have seen in recent memory, how quickly these places can be abandoned in favour of the suburbs when day to day life becomes too arduous or unsafe. It is astonishing that an 'Architectural Conservation Area', with so many particular heritage points of interest dating from the early 19th century, (including historical housing that is set within a very special topography), should be treated with so little focus.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2348	It should be noted that there considerations that will impact the layouts at the crossroads. Firstly, Architectural Conservation Area and impact on Historic buildings and their curtilage. The St. Lukes area straddles two ACA's No1. Wellington Road/ St. Lukes and No2. Grattan Hill/ Lincoln Place/ Hacketts Tce/ Mahonys Avenue.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	St Lukes is a thriving urban village unique in its architecture and history. All efforts need to be taken to preserve it as livable for it residents.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1601	https://consult.nationaltransport.ie/en/field-collection/field-comments/2372	special attention should be brought to the fact that St. Luke's is part of Cork's VQ- Victorian Quarter. The street in front of my own home hosts Victorian period cobbles akin to those in Trinity College Dublin. Such features, including the Toll Booth in St. Luke's (as per Leeson St, Dublin) should be maintained and celebrated in any future designs and plans.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1635	https://consult.nationaltransport.ie/en/field-collection/field-comments/2415	Creation of multiple-traffic lanes to facilitate a bus corridor - Summerhill North These roads are an essential element of the architectural character and heritage of the area which City Council policy has been keen to preserve. The imposition of the proposed, enormously expensive road system would involve the destruction of the visual character of the existing road network and of the existing harmony between the buildings and the road system.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	<p>The St. Lukes area straddles two ACA's No1. Wellington Road/ St. Lukes and No2. Grattan Hill/ Lincoln Place/ Hacketts Tce/ Mahonys Avenue.</p> <p>There are a number of Protected Structures impacted potentially by the proposals: The 'Toll House' in St. Lukes is a Protected Structure: PS671 In the currently circulated drawings this structure has been omitted entirely?</p> <p>The National Inventory of Architectural Heritage, also identifies another structure in the area that are ignored in current proposals. - Reg. No. 20863077. Water trough, now used as planter alongside the Toll House.</p> <p>The other significant impact proposed on the curtilage of a terrace of protected structures is the proposed wall line adjustment proposed at Alexandra Place. All are Protected structures. C.</p>	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2480	<p>These proposals seem to negatively impact those of us who have moved into an area of historical significance and have kept these old buildings alive and made homes and a community in the area</p>	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	<p>Please confirm in writing that the Toll and Trough in St Lukes will remain in situ. This is a historic part of Cork city and we must respect its heritage for generations to come.</p>	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	<p>This immediate area is an old established one and it's my opinion that the proposed plan is extremely difficult to implement due to the existing infrastructure and will have a significant impact on the environment and heritage of the area .</p>	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	<p>St Lukes/Dillons Cross/Gardiners Hill as a Historic Area of significance to the city</p> <p>The area has many old buildings, trees and walls including the distinctive and historic Toll booth and water trough at St Luke's Cross.</p> <p>Any attempts to knock old walls and structures will diminish the overall attractiveness and result in loss of the very heart of the neighbourhood.</p>	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	I am a little concerned about what the removal of the retaining wall will do to the north of the road east of Military hill	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	St Luke's area is an important Neighbourhood Centre to an historic area and an area of great cultural significance of protected views and structures. Wellington Road alone contains over seventy Protected Structures The people of historic neighbourhoods should not have their environment harmed by the creation of high-volume transport routes directed through them that are designed to facilitate a model of suburban development that is unsustainable and forms part of outdated thinking. Rapid bus routes should not be placed where they can harm existing sustainable and historic neighbourhoods.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	We would discourage the addition of cycling infrastructure which would pass within close proximity to the octagonal toll station at St Luke's.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2787	Of concern is that St Luke's cross, which currently has a village-esque atmosphere, will lose this environment when it moves towards a proposed 3 lane to include bus route along Summerhill North.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	St. Luke's' built environment is full of clues to their history, from streetscapes, street nameplates, shopfronts, garden walls, gateways, railings, lamp standards, kerbstones, drinking troughs, bollards, inspection chamber covers etc.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-1999	https://consult.nationaltransport.ie/en/field-collection/field-comments/2890	St Lukes and Dillons Crosses are historical and unique prts of the North side of Cork City and should be protected not plundered!	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2026	https://consult.nationaltransport.ie/en/field-collection/field-comments/2927	The local areas around Ballyhooly Road and St. Luke's are steeped in history and of interest for their heritage and architectural features. We need to consider some of these buildings for the wonderful sense of history which they add.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	Street trees and other natural features - including historic walls and walled gardens which contribute to the areas special character. Protected Structures contribute to the areas unique village-like and special character; potential impacts must be fully assessed and mitigated against in accordance with Architectural Heritage Protection Guidelines for Planning Authorities (DoAHG).	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	St Luke's is a very special area with great historical, architectural, and cultural significance. It has a vibrant community and residents generally choose to live here because of it's village atmosphere. Convenience of local shops, restaurants, schools, parks and proximity to the city centre make it the essence of a sustainable and liveable community.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2171	https://consult.nationaltransport.ie/en/field-collection/field-comments/3120	Currently, there are proposals to remove walls dating from the Victorian period along Beechmount Place. These walls and coping add to the character of the area and should not be sacrificed.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-2188	https://consult.nationaltransport.ie/en/field-collection/field-comments/3141	This area is a historic neighbourhood and an area of architectural importance, it has particular charm and is beloved by residents.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2215	https://consult.nationaltransport.ie/en/field-collection/field-comments/3179	Architectural Conservation Area – Proposals do not address the likely impact on the Architectural Conservation Area of St Luke’s and Wellington Road. Proposals contain no information on historic built features (none are even identified) many of which may be adversely impacted or potentially lost as a result of the proposed works. It must be acknowledged that the village-like environment of St. Luke’s contributes to the areas special historic architectural character. There a number of protected structures in the area likely to be impacted by the works and proposals will need to be redesigned to mitigate against the high level of physical and visual impacts which will result from the current proposed scheme.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2248	https://consult.nationaltransport.ie/en/field-collection/field-comments/3239	The proposal to remove the walls of the properties along Alexander Place to Beechmount Place would have an impact on the character of the area	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2249	https://consult.nationaltransport.ie/en/field-collection/field-comments/3241	Proposals GIVE no consideration to the quality of this Inner-City Neighbourhood and Architectural Conservation Area	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	While buses should be accommodated in the mix of transport systems, it is clear that a simplistic approach has been taken with little regard to the retaining the character and enhancing the quality of this mature and in some areas historically protected area.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-2292	https://consult.nationaltransport.ie/en/field-collection/field-comments/3294	Rapid Bus Routes should avoid causing significant harm to conservation areas of historical importance such as St Luke's Cross, Wellington Road and Summer Hill North. Increased care and consideration needs to be given to the protection of this area. For example the proposed removal of the historical stone wall between Military Hill and St. Luke's Cross, as well as the proposed introduction of three lanes of traffic to Summer Hill North will likely alter negatively the unique character of this ACA.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2329	https://consult.nationaltransport.ie/en/field-collection/field-comments/3635	Inclusion of multiple traffic lanes will result in unsightly changes. Communities need to be preserved, as do historic clusters, old walls, railings and buildings.	Please refer to the NTA Response to Issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-86	https://consult.nationaltransport.ie/en/field-collection/field-comments/367	how will you plan on keeping original feature of an area with an abundance of listed and protected structures?	Please refer to the NTA Response to Issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2647	https://consult.nationaltransport.ie/en/field-collection/field-comments/3957	Historic boundary walls will suffer	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-2796	https://consult.nationaltransport.ie/en/field-collection/field-comments/4107	St Lukes/Wellington Road are areas of Architectual Conservation in Cork City, as per Cork City Councils National Development Plan, we will be exploring the legality of the proposals to remove walls, old flag stone foot paths, steps etc. St Lukes/Wellington Road is a historic and protected area of the Cork City with a very vibrant and passionate community.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-238	https://consult.nationaltransport.ie/en/field-collection/field-comments/553	this is an historic part of the city and these plans have the potential to ruin its character	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-255	https://consult.nationaltransport.ie/en/field-collection/field-comments/571	St Lukes/Wellington Road are areas of Architectual Conservation in Cork City, as per Cork City Councils National Development Plan Myself and a number of other residents will be exploring the legality of this plan and the proposed changes through an Area of Architectual Conservation. Proposals to remove walls, old flag stone foot paths, steps etc.	Please refer to the NTA response to issue 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage	NTA-C9-286	https://consult.nationaltransport.ie/en/field-collection/field-comments/613	The north side of Cork is a old beautiful residential area with winding streets and beautiful communities. What bus connects is proposing with destroy this area making it unattractive	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-432	https://consult.nationaltransport.ie/en/field-collection/field-comments/799	it will completely ruin the character	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-485	https://consult.nationaltransport.ie/en/field-collection/field-comments/857	It is a beautiful preserved area not a traffic corridor, more needs to be done to maintain and support locals. This is historical and needs to be protected at all cost.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-503	https://consult.nationaltransport.ie/en/field-collection/field-comments/881	why should you take out historical character of the area , the road and walls gate and railing , the foot paths that are done	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-518	https://consult.nationaltransport.ie/en/field-collection/field-comments/897	Another serious concern is the impact of removing walls across the street that have been an integral architectural part of this community since the early 1800s.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-691	https://consult.nationaltransport.ie/en/field-collection/field-comments/915	St Luke's is a heritage village, a lovely local community area with great architectural interest.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	The bus corridors you propose, are a far less attractive proposition to walk along than the current residential streets you intend carving up in favour of bus and cycle traffic.	Please refer to the NTA response to issue 10.
STC B - Mayfield to City	Character and Heritage Alternative Options	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The submission states that the form and shape of footpaths seem inappropriate to the heritage location and Conservation Area status of Wellington Road. The submission suggests that ideally Wellington Road should be a walking facility and cycling facility on shared surfaces with access for residents facilitated, and not facilitated as a through route.	Please refer to the NTA Response to Issues 8 and 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage Alternative Options Loss of Parking	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	Invite NTA to spend a few days in the St Lukes area to observe traffic flow, numbers using buses and the parking situation. Please confirm in writing that the Toll and Trough in St Lukes will remain in situ. This is a historic part of Cork city and we must respect its heritage for generations to come. For a full and open view of the proposals please provide maps showing the area currently so that they can be compared to the Bus Connects proposals. Gradient of hills also needs to be shown. Park and Ride proposed on Page 4 is an excellent idea to alleviate traffic congestion in the St Lukes/Mayfield area but no location for this is identified on the maps. Please include. Parking controls are already in place in St Lukes. These controls however are completely ignored by the general public eg people park on double yellow lines on Wellington road to go to the shop/chemist/butchers. Implementing the controls would significantly reduce congestion. Cycle paths serve a limited demographic. They don't serve young children or most pensioners. Instead of segregated cycle lanes on both sides of Wellington Road, confine the cycle way to one side of the road i.e. the left hand side (Griffith College side) from the city. Here the cycle track can be 2 way (similar to Popes Quay) so parking on the right hand side of the road from the city can remain in place for residents. Wellington road is wide enough to allow this. Parking space size should be checked on Wellington road to see if more spaces can be installed on the right hand side. This could compensate for any spaces lost by the 2 way cycle path on the left hand side. Currently no parking space guidelines are in place on Wellington Road so some cars take up extra space. Please paint these parking guidelines. Consider installing some of the cycle lane on Wellington road onto the footpath, similar to that in place on Model Farm Road. This would take away the need to remove parking spaces.	Please refer to the NTA Response to Issues 6, 8 and 10.
STC B - Mayfield to City	Character and Heritage Community Potential Land acquisition	NTA-C9-833	https://consult.nationaltransport.ie/en/field-collection/field-comments/1313	Please describe how the character of St. Lukes and Dillons Cross will be preserved with the removal of gardens.	Please refer to the NTA Response to Issues 9, 10 and 16.
STC B - Mayfield to City	Character and Heritage Impact on property value	NTA-C9-301	https://consult.nationaltransport.ie/en/field-collection/field-comments/633	possible structural damage, due to the proximity of heavy vehicles to the buildings in the area, (most are listed buildings or included in a conservation area), it will make the area unliveable.	Please refer to the NTA Response to Issues 10 and 15.
STC B - Mayfield to City	Character and Heritage Loss of Parking	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	Summerhill North is an Architectural Conservation Area, with the houses dating from the 1830s. The vast majority of these historic houses do not have the option of off-street parking and the removal of residents' access to a car will result in this sensitive historic area turning into a ghetto, where no families with children, the elderly or disabled can live	Please refer to the NTA Response to Issues 6 and 10.
STC B - Mayfield to City	Character and Heritage Loss of Parking	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Summerhil North is an Architectural Conservation Area. Many historic houses do not have the option for off-street parking	Please refer to the NTA Response to Issues 6 and 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage Loss of parking	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	Objection to the removal of historic elements of the old inner suburbs which are to be replaced with new walls. Changing of front gardens to driveways will damage the architectural heritage of the area. Historic elements of the area have not been noted in the plans including a drain on Gardiners Hill and the Tole Booth at St Lukes Cross. It is vital that these should be recorded and preserved in any plans.	Please refer to the NTA Response to Issues 6 and 10.
STC B - Mayfield to City	Character and Heritage Loss of Parking	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	Summerhill North is an Architectural Conservation Area, with the houses dating back to the 1830s. The vast majority of these historic houses do not have the option of off-street parking and the removal of residents' access to a car will result in this sensitive historic area turning into a ghetto, where no families with children, no elderly people, nor disabled people, can live	Please refer to the NTA Response to Issues 6 and 10.
STC B - Mayfield to City	Character and Heritage Potential Land acquisition	NTA-C9-1660	https://consult.nationaltransport.ie/en/field-collection/field-comments/2440	The local community have taken great care to safeguard the green space called The Triangle at the top of Gardiners Hill and this plan does not put sufficient value on this. The CPO'ing of land and the creation of bike infrastructure which will not be used to its full potential will not endear the project to the local community.	Please refer to the NTA Response to Issues 10 and 16.
STC B - Mayfield to City	Character and Heritage Potential Land acquisition	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	acquiring space from the road frontage of private properties is effectively attempting to "shoe-horn" these new traffic systems into established and in many cases ancient city infrastructure at enormous financial cost and loss of traditional/cultural heritage.	Please refer to the NTA Response to Issues 10 and 16.
STC B - Mayfield to City	Character and Heritage Potential Land Acquisition	NTA-C9-2281	https://consult.nationaltransport.ie/en/field-collection/field-comments/3276	The proposed works are impactful of a significant number of properties and local features. We support full consideration of all comments received from local residents along these routes.	Please refer to the NTA response to issues 10 and 16.
STC B - Mayfield to City	Character and Heritage Potential Land acquisition	NTA-C9-563	https://consult.nationaltransport.ie/en/field-collection/field-comments/949	it is hard to fathom forcing people to lose their gardens to facilitate bus corridors. st. lukes an area of historical importance should not be ruined by sprawling bus lanes.	Please refer to the NTA Response to Issues 10 and 16.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Character and Heritage Proposed Land Acquisition	NTA-C9-1424	https://consult.nationaltransport.ie/en/field-collection/field-comments/2144	Objection to proposals that require destruction of old stone walls and CPO'ing of gardens with heritage implications for the Victorian buildings that characterise this area	Please refer to the NTA response to issues 10 and 16.
STC B - Mayfield to City	Character and Heritage Road User Safety	NTA-C9-2215	https://consult.nationaltransport.ie/en/field-collection/field-comments/3179	The negative visual impacts on the public realm as a result of increased traffic, increased traffic speeds and proposed traffic related infrastructure such as traffic lights, signage and multiple new ground surfaces in the special character of the Architectural Conservation Area have not been assessed. The potential for increase in traffic speed as result of the replacement of parallel parking has been acknowledged yet this has not been assessed.	Please refer to the NTA Response to Issues 1 and 10.
STC B - Mayfield to City	Character and Heritage Schools in the area	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	Busy times such as school drop off and collect times should be managed but this relatively brief period of traffic congestion should not in an overly simplistic solution result in destroying a historic area and inconveniencing residents.	Please refer to the NTA Response to Issues 10 and 18.
STC B - Mayfield to City	Community	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	As we see an increase in the ageing population this should be taken into account. I strongly believe that this proposed route will take away older peoples' choice to remain living in this area.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	I believe this is a very ill-thought-out proposal that looks at data and projected population targets without taking into consideration the human and social impact this development will have on communities and peoples' lives.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-810	https://consult.nationaltransport.ie/en/field-collection/field-comments/1278	The enlargement of the carriageway along Summerhill North will result in increased traffic volumes travelling at higher speeds. It will turn the road into a major road artery rather than a residential area with a vibrant community.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-810	https://consult.nationaltransport.ie/en/field-collection/field-comments/1278	The widening of Summerhill North will impact on our residential amenity and sever our community cohesion.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-838	https://consult.nationaltransport.ie/en/field-collection/field-comments/1318	There will be significant negative impact on the residents quality of life	Please refer to the NTA Response to Issue 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The concepts for the designs of urban centres such as placemaking, the liveable city, and liveable neighbourhoods are ignored. Neighbourhoods that are currently 'liveable' are being dismantled.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-980	https://consult.nationaltransport.ie/en/field-collection/field-comments/1518	We need to keep our community together too as we are not just a through way for heavy traffic.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	Detract enormously from the "urban village" amenity value of St Lukes that local communities have striven to create over the years, introducing a plethora of traffic signage clutter;	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1758	Local businesses will be less utilised	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	This 3-lane carriageway will sever our community cohesion	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	New Road is where Kellehers Buildings is situated (which is sheltered housing for the elderly)	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	Survey completed by 66 people on the ballyhooley Rd showed that 98% were opposed to the proposals due to lack of consideration of community, residents and businesses.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1575	https://consult.nationaltransport.ie/en/field-collection/field-comments/2327	There is a beautiful community spirit in this and we want this to be preserved.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	It will cause huge disturbance to te elderly in the area and add to already highly busy school traffic.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1604	https://consult.nationaltransport.ie/en/field-collection/field-comments/2376	St Luke's is a shining light in how to create an urban environment, however this plan completely erodes it. The plans will increase community severance, reduce the livability of the area and ultimately it appears to go against the grain of sustainable planning that all city council's are striving for.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	survey completed by 66 people on the ballyhooley Rd showed that 98% were opposed to the proposals due to lack of consideration of community, residents and businesses	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	I believe the current proposals are ill considered, and will have a massive impact on a well established community with little or no clear benefit to the community or those travelling in from further out.	Please refer to the NTA Response to Issue 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	The community and area where I was born and lived in throughout most of my life is currently thriving and so much has been done in recent years to build up the community , where friendships have been established , neighbours looking out for neighbours , new younger residents purchasing their homes and rearing children providing a fresh injection of vitality to the area	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	It will negate to our social and communal needs.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Facilitating transport to the city centre from the suburbs Supports the model of suburban to city commuting which is contrary to the ambition of supporting a series of sustainable neighbourhoods and reducing the outdated commuting model but are good to access civic life, services and cultural and educational facilities	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Proposals for traffic movement facilitate Unsafe Neighbourhood Environments and Harm To Property	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	The “highway” proposal is not sustainable and would do far too much damage becoming busier and more impactful over time. It is likely that the St Luke’s neighbourhood would be degraded beyond recognition, as many other areas in the city have been, facing dereliction and decay Remember that the residential area affected by Bus Connects at St Luke’s is the size of a small town which if proposed for a small town would be considered immediately undemocratic and harmful to the population.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	The fear and harm caused to people by the presented one solution approach to Wellington Road	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1900	https://consult.nationaltransport.ie/en/field-collection/field-comments/2764	This enlargement of the carriageway will result in increased volumes of traffic, travelling at higher speeds through the heart of our community. It will turn Summerhill North into a traffic chute, a major road artery, rather than a residential area with a vibrant community.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1952	https://consult.nationaltransport.ie/en/field-collection/field-comments/2831	we are concerned that the proposed Mayfield to City corridor will severely limit how community members can access the centre. we feel this proposal is not in the best interests of our communities and the people living in them and there needs to be a partnership approach taken area by area.	Please refer to the NTA Response to Issue 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/2852	Sustainable future development and growth demands that people live in our urban areas and not merely pass through them. St Lukes is a vibrant and diverse urban village and I fear that the community will be profoundly hollowed out by these proposals.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	Our diverse, vibrant and sustainable community would be profoundly damaged by the proposals presented to date.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	This enlargement of the carriageway (Summer Hill North) would result in increased volumes of traffic, travelling at higher speeds. It would turn Summer Hill into a traffic chute.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	We believe that a bus priority system can be designed without these negative consequences and agree with Cllr. Joe Kavanagh's statement at the STC Community Forum on the 13th of September that the plan needs to change dramatically to avoid undermining the community. We also fully support the ideas put forward in Cllr. Oliver Moran's letter to you dated 30th September 2022 and MHL's submission today on behalf of the Summer Hill Residents' Association.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2026	https://consult.nationaltransport.ie/en/field-collection/field-comments/2927	. Any plan needs careful consideration for the social, environmental and physical qualities of the area but also must not reduce the quality of the everyday lives of its residents and business owners.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2093	https://consult.nationaltransport.ie/en/field-collection/field-comments/3017	This proposal will reduce St Luke's to a "thoroughfare" i.e. the road will get priority. There is no consideration for St Luke's community wherein the "road" will take precedence over everything else.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	The impact on the local neighbourhood, amenities and trade at St Luke's Cross, particularly with regard to safe access to school, shops, post office, cafe, bar, event spaces inc. outdoor seating areas etc. will be extremely negative.	Please refer to the NTA Response to Issue 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	If the aim of BusConnects is about the people of Cork and connecting communities, it would be counterproductive to turn this already vibrant community into nothing more than a thoroughfare, to accommodate people living outside the area and risking the lives of those living within it.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2215	https://consult.nationaltransport.ie/en/field-collection/field-comments/3179	The impact on the local neighbourhood, amenities and trade at St Luke's Cross, particularly with regard to safe access to school, shops, post office, cafe, bar, event spaces inc. outdoor seating areas etc. will be extremely negative. It is essential that homeowners / residents living on Summerhill North, Ballyhooly Road and St. Luke's are not disadvantaged unfairly in any way as a result of the proposals.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	introduction of a dedicated bus lane will turn Summerhill North into a traffic chute, a major road artery, rather than a residential area with a vibrant community.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2324	https://consult.nationaltransport.ie/en/field-collection/field-comments/3630	There is only heavy traffic on Summerhill for 2 hours a day - 08:30 - 9:00 and 17:00 - 18:00, and for these two hours you are going to devastate a viable community that is a village in a city.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2328	https://consult.nationaltransport.ie/en/field-collection/field-comments/3634	Object to distress caused to elderly community.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-2856	https://consult.nationaltransport.ie/en/field-collection/field-comments/4167	The proposals will effectively mean the ruin of the current community and its supporting commercial activities and render the majority of St. Luke's unusable save for a transient population of flat dwellers.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-243	https://consult.nationaltransport.ie/en/field-collection/field-comments/558	This proposed corridor will have an enormous negative effect on neighbourhoods and communities.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-391	https://consult.nationaltransport.ie/en/field-collection/field-comments/754	The disturbance caused old quiet neighbourhoods is not warranted. May I repeat this part of Cork city is nothing like the setup in a place like Copenhagen. People should be encouraged onto Public transport and please leave lovely quiet areas like St Joseph drive Ashburton hill and Gardiners alone	Please refer to the NTA Response to Issue 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community	NTA-C9-399	https://consult.nationaltransport.ie/en/field-collection/field-comments/765	This road has seen a lot of houses being renovated, families starting to move in which adds to the community. Will we all be forced out?	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-426	https://consult.nationaltransport.ie/en/field-collection/field-comments/793	St Luke's is an area with young and old and to create a transport link making this area even busier will destroy this area.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	In summary, we consider your proposals ill-considered, inappropriate and out of step with the immediate needs of a community through which it passes and whom it seems to largely ignore.	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	Many elderly people live in the area and depend upon extra support to continue living independently such as HSE Home Support Service	Please refer to the NTA Response to Issue 9.
STC B - Mayfield to City	Community Character and Heritage	NTA-C9-238	https://consult.nationaltransport.ie/en/field-collection/field-comments/553	These plans have the potential to ruin its character and the lives of residents.	Please refer to the NTA Response to Issues 9 and 10.
STC B - Mayfield to City	Community Increased Noise and Air	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2744	Central to all of this I stress: please do not congest, pollute and endanger our community.	Please refer to the NTA Response to Issues 9 and 13.
STC B - Mayfield to City	Community Increased Noise and Air Pollution	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	This 3-lane carriageway (Summerhill North) would sever our community cohesion, impact on our residential amenity and our community's health by increasing traffic noise, vibration and harmful emissions.	Please refer to the NTA Response to Issues 9 and 13.
STC B - Mayfield to City	Community Increased Noise and Air Pollution	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	This 3-lane carriageway will sever our community cohesion, impact on our residential amenity and our community's health by increasing traffic noise, vibration and harmful emissions	Please refer to the NTA Response to Issues 9 and 13.
STC B - Mayfield to City	Community Insufficient Consultation	NTA-C9-300	https://consult.nationaltransport.ie/en/field-collection/field-comments/632	The NTA needs to revert back on how it intends to address the concerns of the communities impacted. This plan in its current guise lacks feasibility, in that it poses immediate safety risks to the community and also long-term risks to the sustainability of the area as a place to live. It also lacks any credibility due to the lack of engagement with local communities on this plan and it appears whoever devised these plans never set foot in the areas it was planning to change.	Please refer to the NTA Response to Issues 7 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	The "Green Triangle" is the space for community events during the year, any change would negatively impact the health and well being of the local residents.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1267	https://consult.nationaltransport.ie/en/field-collection/field-comments/1916	The removal of residents' access to a car will have a significant effect on liveability, particularly affecting families with children, the elderly or disabled	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1294	https://consult.nationaltransport.ie/en/field-collection/field-comments/1956	How will family and friends visit older people? It will lead to further isolation for many people.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1395	https://consult.nationaltransport.ie/en/field-collection/field-comments/2109	Removal of parking will result in our elderly neighbours being isolated in their own homes.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1501	https://consult.nationaltransport.ie/en/field-collection/field-comments/2236	I fear that the significant reduction of on-street parking will increase the attractiveness for through-traffic to Summerhill-North and Ballyhooly Road leading to higher traffic loads. This will have significant impact on the quality of life of the communities around St. Luke's and Dillon's Cross and on local shops which are so dearly needed to satisfy residents' basic needs.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	St Lukes is a beautiful community with vibrant young families and the removal of car parking will lead a lot of families to need to move away	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1655	https://consult.nationaltransport.ie/en/field-collection/field-comments/2428	The displacement of hundreds of residential parked cars shows a complete disregard for the well being of the local community.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-1825	https://consult.nationaltransport.ie/en/field-collection/field-comments/2661	should this parking facility in Mayfield on colmcille avenue. be taken away for them alot of them have told me they feel they would suffer mentally as a result they all live in local area and find it therapeutic visiting the salon for there mental health.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-469	https://consult.nationaltransport.ie/en/field-collection/field-comments/841	The planned changes will damage a developed and currently thriving community in St Lukes. Removal of car spaces will mean it will be more difficult for people to stop and shop in the area, putting businesses under pressure.	Please refer to the NTA Response to Issues 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community Loss of Parking	NTA-C9-537	https://consult.nationaltransport.ie/en/field-collection/field-comments/919	I object to the bus connect route plans for ballyhooly road due to its impact on residents. As it is there is very little parking for the residents causing many issues. This restricts access to peoples homes and work places and is unacceptable for the future of our community.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Community Loss of Parking Character and Heritage	NTA-C9-875	https://consult.nationaltransport.ie/en/field-collection/field-comments/1361	Implementing this system will have an extremely negative impact on the existing community who have done an incredible job in recent years to make this part of the city a more endearing place to live. These changes would result in many of these families having to relocate to an area that facilitates their parking and social needs which is incredibly sad. The area which is a historic part of the city would be completely at risk of losing its charming appeal, as well as its caring and proud neighbourhood.	Please refer to the NTA Response to Issues 6 and 9 and 10.
STC B - Mayfield to City	Community Potential Land Acquisition	NTA-C9-427	https://consult.nationaltransport.ie/en/field-collection/field-comments/794	discommoding locals How dare they think they can desecrate the grounds of our local and much loved. church	Please refer to the NTA Response to Issues 9 and 16.
STC B - Mayfield to City	Community Potential Land Acquisition Loss of parking	NTA-C9-584	https://consult.nationaltransport.ie/en/field-collection/field-comments/983	These proposals will destroy a fabulous area that has so many families and businesses in it. I can understand that things have to be improved but not at the cost of locals loosing parking spaces which are limited anyway. Not at the cost of loosing gardens. Not at the cost of affecting the businesses which keep the area alive.	Please refer to the NTA response to issues 6, 9, and 16
STC B - Mayfield to City	Community Removal of trees and green spaces	NTA-C9-744	https://consult.nationaltransport.ie/en/field-collection/field-comments/1188	Removal of some of the green triangle on Gardiners Hill is another terrible suggestion. This area is used by the local community as a meeting spot for local rubbish collection, neighbourhood BBQs, collection area for clothes for charities, elderly people sit out with their pets and socialise.	Please refer to the NTA Response to Issues 5 and 9.
STC B - Mayfield to City	Community Removal of trees and	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	I object to removal of any green space on the triangle. It is the local hub for events during the summer and Christmas.	Please refer to the NTA Response to Issues 5 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community Removal of trees and green spaces	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	Objection to the proposed removal of the triangle at the top of Gardiner's Hill. This patch is used by the local community to host fetes, BBQs and for the community to meet.	Please refer to the NTA Response to Issues 5 and 9.
STC B - Mayfield to City	Community Removal of trees and	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	This is a small and isolated patch of green area used by the local community.	Please refer to the NTA Response to Issues 5 and 9.
STC B - Mayfield to City	Community Removal of trees and green spaces	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2873	The triangle is a social area where kids regularly hang out and parents feel safe to let them do so as it is a quite area. A high volume of traffic through the area is going to change that. The triangle area is used for social gatherings by the local community at regular intervals. These are really crucial to creating a sense of community in the area and again, high volumes of traffic in this area is going to prevent these community based events to happen.	Please refer to the NTA Response to Issues 5 and 9.
STC B - Mayfield to City	Community Removal of trees and	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to reducing the green area at the triangle at Gardiners Hill as it is a social are and the only green space in the area	Please refer to the NTA Response to Issues 5 and 9.
STC B - Mayfield to City	Community Road User Safety	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	I take issue with the proposed introduction of a dedicated bus lane along the majority of Summerhill North, in addition to the existing 2 lanes of traffic. This enlargement of the carriageway will result in increased volumes of traffic, travelling at higher speeds through the heart of our community. I believe that a compromise should be achievable where bus traffic can be prioritised at junctions without completely undermining the liveability of our community.	Please refer to the NTA Response to Issues 1 and 9.
STC B - Mayfield to City	Community Road User Safety	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	It will turn Summerhill North into a traffic chute, a major road artery, rather than a residential area with a vibrant community. This 3-lane carriageway will sever our community cohesion, impact on our residential amenity I fear that our diverse, vibrant and sustainable community will be profoundly damaged by these proposals.	Please refer to the NTA Response to Issues 1 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community Road User Safety	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1755	Proposal will have a significant negative impact on the communities living adjacent to it in regards to safety and quality of life.	Please refer to the NTA Response to Issues 1 and 9.
STC B - Mayfield to City	Community Road User Safety	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	The proposed bus lanes will result in community severance with 3 lanes dividing the 2 sides of the road on Summerhill North, including higher traffic speeds on the bus lane and more dangerous for vulnerable pedestrians such as children and the elderly	Please refer to the NTA Response to Issues 1 and 9.
STC B - Mayfield to City	Community Schools in the area	NTA-C9-286	https://consult.nationaltransport.ie/en/field-collection/field-comments/613	This plan will have a detrimental impact to the quality of living to the historic area of St Luke's and corks north side residents. Bus connects proposal shows complete disregard for the area, the residents and most importantly the care of elderly and disabaled residents living along these routes. It is clear from the proposals and the information meetings that the number of schools in the area have not been taken into account	Please refer to the NTA Response to Issues 9 and 18.
STC B - Mayfield to City	Community Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1272	There would be a deterioration to the existing community with increase traffic as there is an enclave for elderly, and local children walk to school and congregate. It will also become unsafe to use the local green space	Please refer to the NTA Response to Issues 3 and 9.
STC B - Mayfield to City	Community Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Facilitates traffic movement and cuts journey times however the negative aspect is that traffic is put on streets instead of raods and it harms the residential environment, reduces amenity and reduced desirability of the area	Please refer to the NTA Response to Issues 3 and 9.
STC B - Mayfield to City	Community Traffic Disruption due to Traffic	NTA-C9-427	https://consult.nationaltransport.ie/en/field-collection/field-comments/794	On top of which wanting to change our local neighbourhood streets to one way systems,	Please refer to the NTA Response to Issues 3 and 9.
STC B - Mayfield to City	Community Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-486	https://consult.nationaltransport.ie/en/field-collection/field-comments/858	Taking the right turn away from St. Luke's to Gardiners Hill is the worst idea ever heard of. There are many elderly people live in this area, if they need Ambulance car it will be impossible to get to them.	Please refer to the NTA Response to Issues 3 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Community Traffic Disruption due to Traffic Diversions / Bus Gates Removal of trees and green spaces	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1983	Traffic redirection and congestion on quiet residential roads, no place to pull in to access some of these services (butcher, chemist, pubs and cafes) will disrupt the area and the businesses. A great community spirit has grown around this area , with many events happening on The Triangle. It is our small , cherished Green Space. We have Summer Gatherings and Cleanups , Christmas Gatherings and Plant Swaps. Heavy Snow sees old and young making snowmen on The Triangle.	Please refer to the NTA Response to Issues 3, 5 and 9.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	Historic neighbourhoods want 30km/h zones and shared surfaces for cycling and walking. Cycle lanes so close to the city centre are not necessarily needed.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	I note also that the proposed uphill cycle lane along Wellington Road does not reflect the current preferred route of cyclists in the area, who generally find Summerhill North a more manageable gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-750	https://consult.nationaltransport.ie/en/field-collection/field-comments/1196	Need to improve incorporate new cycle lanes within these routes	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-768	https://consult.nationaltransport.ie/en/field-collection/field-comments/1214	The roads are too steep for cycle lanes which will add to congestion	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-772	https://consult.nationaltransport.ie/en/field-collection/field-comments/1221	The plans seem to have been developed by someone who was not from the area. Cycle lanes on Gardiners Hill and York Street will not serve well given the topography	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-806	https://consult.nationaltransport.ie/en/field-collection/field-comments/1271	Opposition to the proposed cycleway from Murmony Lawn to St. Josephs Drive through the grounds of St. Josephs Church. The existing route provides access for pedestrians and a route for cars to the church. It is used for exercise and recreation and for social connection. The map does not show any pedestrian or vehicular access along this route	Please refer to the NTA response to issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1275	Rather than York St., which is steep, cycle route should go from lower St. Patricks Hill to Wellington Road Gardiner's Hill is also very steep. Ballyhooley Road is the preferred route of most cyclists despite the heavier traffic. Likewise, continuing along Gardiner's Hill instead of the steeper St. Joseph's Road is the preferred route for cyclists	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1275	The cycling routes are very steep for basic cyclists.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-833	https://consult.nationaltransport.ie/en/field-collection/field-comments/1310	Please show cycle times from Patrick St to Mayfield with and without the proposed new arrangements. The proposed cycle route will take longer as it is a lot steeper in a fair few places and involves regular sharp turns.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-861	https://consult.nationaltransport.ie/en/field-collection/field-comments/1345	Cyclists prefer cycling along Ballyhooley Road to Dillons Cross.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-880	https://consult.nationaltransport.ie/en/field-collection/field-comments/1371	Object to construction and changes surrounding cycle lanes.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	There is too steep a gradient on Gardiners Hill for cycle lane.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-980	https://consult.nationaltransport.ie/en/field-collection/field-comments/1518	I feel they have not done any work on the ground as far as suggestion of bike lanes using Gardiners Hill and York St.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1011	https://consult.nationaltransport.ie/en/field-collection/field-comments/1556	Strong opposition to running a cycle lane on Gardiners Hill – Ashburton Hill.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	Promoting cyclists to use Gardiners Hill as a "Quietway" as an alternative to Ballyhooley Rd (northbound): This seems futile- most cyclists will avoid using Gardiners Hill (unless it is their destination) owing to the extreme gradient.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	The Gardiner's Hill as a quiet way as an alternative to Ballyhooley Road northbound is unworkable due to the gradient. Typically cyclists will opt for the route with a gentler gradient.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	The Quietway on Gardiner's Hill is not feasible. It is not a suitable road to cycle, forcing cars and cyclists to share road space in such a narrow area is unsafe and there is no proposals that will reduce car traffic on the road in a manner that would mitigate the increased traffic resulting from other proposals.	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1080	https://consult.nationaltransport.ie/en/field-collection/field-comments/1654	There is no point in expecting cyclists to choose to cycle up Gardiners Hill	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1127	https://consult.nationaltransport.ie/en/field-collection/field-comments/1729	Objection to the uphill cycle track towards Mayfield due to the steep gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1143	https://consult.nationaltransport.ie/en/field-collection/field-comments/1751	"Quietway" for cyclists is too disruptive to the local neighbourhood. Cyclists already avail of a quiet road because that is the nature of Gardiners Hill itself.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	The proposed uphill cycle lane along Wellington Road does not reflect the current preferred route of cyclists, who prefer Summerhill North due to the more manageable gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1176	https://consult.nationaltransport.ie/en/field-collection/field-comments/1800	Objection to the proposed 'quiet way' for cyclists at St. Joseph's Drive as it would be at the expense of severe disruption of a very large number of residents of the area A cycle way through the grounds of St. Joseph's Church and then to St. Joseph's Drive, Ashburton and Gardiners Hill, the cycle way would be very little used because of the very steep hills	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	There is a house and takeaway restaurant at T23 D9HT resulting in off-road parking not reflected in the map. Ownership of the space around the retail venue needs to be established and, if necessary, physical segregation installed.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	The proposal to have a cycle route on Gardiner's Hill ignores steep gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1275	https://consult.nationaltransport.ie/en/field-collection/field-comments/1928	Objection to proposed cycle lanes on Gardiners Hill. This proposed cycle lane will not be used	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1287	https://consult.nationaltransport.ie/en/field-collection/field-comments/1944	Concern over demand for Gardiner's Hill as a 'quietway' for cyclists due to the steep gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1295	https://consult.nationaltransport.ie/en/field-collection/field-comments/1960	Concern over the demand for cycle lanes due to the steepness of hills in the area	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1968	The road from Military Hill to St. Luke's is one of the safest stretches along Wellington Road as the traffic naturally slows down on approach to St Luke's or to turn up Military Hill, which should eliminate the need to have a dedicated cycle path along this stretch.	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	I also think that some of the cycling solutions have actually caused animosity to the notion of commuter cycling and has perhaps distracted from other issues.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	The majority of this route is really only viable for adult cyclists as the route is quite challenging, geographically and practically.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	This is totally impractical because of the gradient. It is too steep for most to climb and too hazardous for going down. How would one brake safely at the end of this hill which leads into busy traffic?	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Objection to proposed Quietway for cyclists on Gardiners Hill as most cyclists will avoid using Gardiners Hill due to the gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	At St. Luke's Cross, on both sides of the carriageway between Ballyhooly Road and the junction of Wellington Road and Alexandra Road is currently used as set-down parking. The protection/segregation of any cycle lanes in this location will require careful design and consideration to ensure they operate as designed and are not overcome by parked cars.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Several key sections of the proposed route are too challenging. Summerhill North is vastly more appropriate for the proposed cycle route. The proposed cycle route involves gradients of 16% along York Street and 11% along Gardiner's Hill whereas Summerhill North has a gradient of 6% and Ballyhooly Road has a 4% gradient.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1337	https://consult.nationaltransport.ie/en/field-collection/field-comments/2030	The problem is not the lack of cycling infrastructure, it's more of an attitude problem of other road users including bus drivers	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1340	https://consult.nationaltransport.ie/en/field-collection/field-comments/2034	Has anyone cycled/walked up Gardier's Hill? The incline is on a par with St. Partick's Hill.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	They are not suitable for any but the most robust cyclist everyone else avoids these steep hills or dismounts and pushes their bikes.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	Concern over the gradient of Gardiners Hill	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1424	https://consult.nationaltransport.ie/en/field-collection/field-comments/2144	Concerned at the proposed cycle lane connecting McCurtain St and Wellington Road - York Street is not cyclable by the average cyclist	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2239	As a cyclist I am all for bike lanes but the reality is that very few people would use this route given it's gradient because they simply would not be able to cycle up it. I cycle it several days per week and I see first hand the number of people who have to push their bike up the footpath . An alternative, less steep , route would be more likely to be used by cyclists because at the end of the day we all want to see bikes lanes being used for the benefit of less traffic congestion , less environmental impact and improved public health via regular exercise.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2246	Sufficiently wide & useable cycle lanes will maximise the potential for their utilisation.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1582	https://consult.nationaltransport.ie/en/field-collection/field-comments/2340	The proposed route for cycling on Gardiner's Hill and Saint Joseph's Drive is not practical/viable due to the incline of the roads involved.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	If a Quietway is required, a street should be identified which is broader, can take 2 lanes of traffic and has fewer on street residents.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1604	https://consult.nationaltransport.ie/en/field-collection/field-comments/2376	There are inappropriate new cycle lanes on hills with gradients in excess of 15% (e.g. York St	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1660	https://consult.nationaltransport.ie/en/field-collection/field-comments/2440	The proposed alternative quiet bike route via Gardiners Hill (Map 6, Map 7, Map 8) is wholly inappropriate. I have cycled down this hill exactly once and I do not wish to repeat the experience as the gradient is far too steep.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	The current proposals for cycle ways are unsatisfactory. Some of the proposed routes are most unsuitable e.g. York Street, Gardiner's Hill. The north pavement on Summerhill North could instead become a shared outbound cycle way/footpath, and a new cycle way on Wellington Road limited to inbound traffic.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1665	https://consult.nationaltransport.ie/en/field-collection/field-comments/2455	The proposal to "direct cyclists along Gardiners Hill" is totally absurd as the hill is too steep for "ordinary" cycling.	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	I cannot see the need / benefit for a cycle lane diversion up and down York road on the proposed route over the huge impact on parking for all in the area! A Cycle lane up Summerhill might be an improvement as might a cycle lane up Wellington Road.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Opposed to Making Gardiners Hill a Quietway for cyclists This isn't practical considering Gardiners Hill has such a steep gradient (see map). Cyclists will continue to use Ballyhooly road.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1710	https://consult.nationaltransport.ie/en/field-collection/field-comments/2511	My husband loves cycling, even he would struggle to cycle up Gardiners hill. Not to mind traveling up it as a family. Has anyone involved in these plans, actually cycled up Gardiners hill? On a normal bike?	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	Promoting cyclists to use Gardiners Hill as a "Quietway" as an alternative to Ballyhooly Rd (northbound): This seems futile- most cyclists will avoid using Gardiners Hill (unless it is their destination) owing to the extreme gradient.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	Clearly whoever suggested Gardiners Hill as a cycling alternative to Ballyhooley Road has never tried to cycle up Gardiners Hill.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	This steep incline on Wellington Road is suitable only for cyclists of an athletic disposition.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	There is no way someone would choose to cycle up York Hill and get to the Triangle in Gardiner's Hill and choose St Joseph's Drive over Gardiner's Hill and Old Youghal Road. Why is there no cycle lane on Mac Curtin Street.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Cycle lanes as a design concept are designed for traffic movement on commuting routes and not for movement within residential streets (such as Wellington Road) where the model is for slower traffic speeds and shared use	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1832	https://consult.nationaltransport.ie/en/field-collection/field-comments/2672	I note from one drawing that a cycle lane is proposed to go through the grounds of St. Joseph's Church and possibly involve the exhumation of a member of the clergy. I don't believe that that's appropriate and again would ask for consideration of this.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	Additional measures should be taken on Wellington Road to ensure the safety of cyclists at conflict points by the introduction of hard segregation such as steel bollards or planters.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	Ensure 2m width is retained for the cycle lanes throughout the plans.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The cycle track narrows to an unacceptable width at the bus stops on Old Youghal Road. A 2m minimum width is appropriate.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The gradient of York St will prove too challenging for most cyclists. It also does not meet the requirements of forgiveness going downhill. Proposed Alternative: Continue cycling infrastructure to Hardwick Street to allow a gentler climb and descent.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The unprotected painted cycle lane at the top of Wellington Road near the Alexandra Road and St. Luke's Avenue will not be fit for purpose due to the potential for illegal parking.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	There is no provision for cycling infrastructure which enables a cyclist to continue in all directions with ease at the St. Luke's Cross junction.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	We recommend that the cycle lane on Old Youghal Road (between Murmount Park and Knight's Court) be relocated inside any parking and an appropriate buffer between cars and cyclists be created using verges.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	We would like to see Advanced Stacking Locations and signals at the bottom of Summerhill South junction with Brian Boru Street/MacCurtain Street.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	We would recommend the relocation of the Toucan Crossing to before the turn off to Mount Brosna.	Please refer to the NTA response to issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2786	As a cyclist this is a very steep hill and will not be the preferred route chosen by cyclists should they wish to access Mayfield. The preferred route is the current route up along Ballyhooley Road which although longer, has much less of an incline. I would suggest that any proposed cycle routes takes full consideration of inclines and ascents as these are routes cyclists will always avoid.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/2850	The proposed cycle lanes on Gardiners Hill and York Street are extremely steep and do not take the topography of the area into account. Summerhill North/Ballhooley Road has a more gradual incline. They are unsuitable for the vast majority of cyclists.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2872	the proposed route from the City Centre to Mayfield (STC B) is really unappealing. It contains at least three sections with really steep gradients - York Hill, the start of Gardiners Hill and the start of St. Josephs Drive. It would be too challenging to go up and too dangerous to come down. If I need to go to Mayfield from St. Lukes cross my preferred route would be along the Ballyhooley Road and then onto the Old Youghal Road at Dillons Cross as it less steep and therefore easier.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	We note also that the proposed uphill cycle lane along Wellington Road does not reflect the current preferred route of cyclists in the area, who generally find Summerhill North a more manageable gradient. Summer Hill North is the logical location for a shared uphill pedestrian and cycle path.	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2059	https://consult.nationaltransport.ie/en/field-collection/field-comments/2969	Similar to Bus Lanes, many of our Roads are simply not wide enough to facilitate Cycle Lanes and will present a danger to everyone using these roads if implemented as part of this Plan. I was astounded to see the planned Cycle lane through the Grounds of our Local Church, St Josephs Church and on to St Josephs Drive. For so many reasons so well articulated by many submissions this proposed Cycle route needs to be deleted, I strongly object to this non sensical proposal.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2117	https://consult.nationaltransport.ie/en/field-collection/field-comments/3051	York Street has an elevation approaching 15pc. While perhaps suitable for ebikes or scooters, flagging this street for ordinary cyclists will rapidly become a safety issue. This can be rectified through the implementation of bike lifts, or the creation of a new bike path between Summerhill North and Wellington Road on the ground of the Trinity Church parking lot	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2118	https://consult.nationaltransport.ie/en/field-collection/field-comments/3053	The proposal to add two cycle lanes to Colmcille Avenue while diverting all traffic away from Old Youghal Road is utterly impractical. The road is not wide enough, and is so hilly that cyclists don't use it to begin with, and it will be so busy that nobody will want to.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	The design of the sustainable transport corridor along this section of road does not provide any benefit for the local cycling community, ie. residents of Ballyhooly Road who cycle. The "Quietway" on Gardners Hill is of no benefit to cyclists commuting to and from Gardners Hill.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	Routes through the junction of St Luke's Cross appear to be very complicated and may be ignored for more a convenient route.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	The Proposed cycle routes in and around St Luke's cross need to be reconsidered to take account of the gradient on some of the hills and convenience of the routes.	Please refer to the NTA Response to Issues 1 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2162	https://consult.nationaltransport.ie/en/field-collection/field-comments/3106	Connectivity between the proposed cycling facilities on Wellington Road and Kent Station, a major transport hub, is poor.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	I note also that the proposed uphill cycle lane along Wellington Road does not reflect the current preferred route of cyclists in the area, who generally find Summerhill North a more manageable gradient. Summerhill North is the logical location for a shared uphill pedestrian / cycle path.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2310	https://consult.nationaltransport.ie/en/field-collection/field-comments/3616	Cycle lane needed on Summerhill North going uphill. Much safer to go right onto middle Glanmire Road at junction than come across from Wellington Road	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2316	https://consult.nationaltransport.ie/en/field-collection/field-comments/3622	Better to bring cycle lane up by Murmont Lawn/Christophers Drive and turn right down to St Lukes rather than build new road - wider roads	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2316	https://consult.nationaltransport.ie/en/field-collection/field-comments/3622	Gardiners Hill as a quietway is not going to work - heavily residential area with young kids/dogs running around road. Cyclists would be moving at high speed and dangerous to locals.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2319	https://consult.nationaltransport.ie/en/field-collection/field-comments/3625	Object to gardiners hill being a designated cycle way 'quiet way'.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	The inclines - averaging over 25% - at York Street, Wellington Road, Gardiner's Hill, St. Josephs Church is not a practical solution for most cyclists.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2800	https://consult.nationaltransport.ie/en/field-collection/field-comments/4111	The current plan indicates having the cycle way connect from Old Youghal Rd to Murmont Lawn. Why not continue the cycle way straight ahead along St Christopher's Drive and to Leycesters Lane. This road is sufficiently wide to accommodate a bike lane easily. Turning right from Leycesters Lane towards town, you do have an immediate bottleneck, but by taking land from one property with huge land on the right hand side and moving the existing border wall (the owner would still have a very substantial land area) you could then run your cycle track straight down to St Luke's Cross and across to Wellington Rd, removing the need for cyclists to be on the already congested Ballyhooley Rd.	Please refer to the NTA response to issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-165	https://consult.nationaltransport.ie/en/field-collection/field-comments/451	The proposed cycle route uses York Street and Gardiners Hill. Has anyone who is involved in this proposal actually been on either of these streets? They are difficult to walk up let alone cycle so will certainly not encourage people to get on their bikes.	Please refer to the NTA response to issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-197	https://consult.nationaltransport.ie/en/field-collection/field-comments/490	Bike lane for St Luke's to Gardiner's hill is unreasonable, as gradient is too severe and vast majority, if not all cyclists instead use Ballyhooley Road	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-291	https://consult.nationaltransport.ie/en/field-collection/field-comments/618	Gardiner's Hill - too steep to cycle up and to fast to safely cycle down No one cycles on it	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-322	https://consult.nationaltransport.ie/en/field-collection/field-comments/666	Very few people will use cycle lanes in this hilly area	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-327	https://consult.nationaltransport.ie/en/field-collection/field-comments/677	proposal for the rerouting cycle-traffic off the main route, the Ballywholly Rd., for a cycle route on Gardiners Hill. It's a feat in itself to walk it up and for cycling down it, it would be for the most experienced rally-cyclist.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-339	https://consult.nationaltransport.ie/en/field-collection/field-comments/690	I am a cyclist myself and the gradient on York Street and Gardiners Hill is not conducive to cycling and it is my opinion that cyclists will not use this route	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-469	https://consult.nationaltransport.ie/en/field-collection/field-comments/841	As for making Gardiners Hill a quiet bicycle route, the hill is very steep and nobody cycles up it for this reason.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	The cycle lane up York Hill. It's a struggle to walk up it at best. Likewise with proposing people cycle up Gardiners Hill and Ashburton Hill. People will use the routes that are less of an incline (Ballyhooley Road)	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	<p>Any sensible cyclist would prefer the longer route from St Lukes Cross via Dillon's Cross (500m @ avg. 1:25 rise & continuing to the top of Gardiners Hill (350m @ avg. rise 1:18) than go the far more daunting route of Gardiners Hill (400m @ avg. gradient 1:11 to St. Patricks N.S. continuing for a further 350m @ 1:88 rise..</p> <p>Even if the cycle up Gardiners Hill were manageable for a cyclist of average ability, and despite it being less trafficked this road is positively lethal to cycle on in autumn (because of the slippery carpet of fallen leaves) and winter (because of the severe ice risk). Neither of which is as great a risk on Ballyhooley road because of gritting and frequent road sweeping.</p> <p>Similarly, the choice of York Hill on your proposed cycle route is questionable given that most cyclists would prefer to connect to Wellington Avenue from the shorter and less steep stretch running from Bridge street to the base of Patrick's Hill.</p>	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	This aspect of the plan is as ludicrous as putting a cycle lane through Gardiner's Hill, which incidentally, you are actually also proposing to do.	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure	NTA-C9-2162	https://consult.nationaltransport.ie/en/field-collection/field-comments/3106	The proposed cycle lanes at St. Luke's Cross are ill conceived and of poor design. Any reduction in public realm, while retaining parking and a dedicated left turn lane from Wellington Road to Ballyhooley Road would be a very retrograde step.	Please refer to the NTA Response to Issue 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure /Corridor C & D	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	<p>Based on my experience and observations I would estimate that only some 1600 daily cycling trips would be made north of the river and that most of these would be along the flat section from the city outwards towards Blackpool or trips up to the top of the hills (Blarney Road/Hollyhill/Shanaliel) where it is reasonably level once one gets up towards the top.</p> <p>On my regular excursions around the Ballyhooley Road/Old Youghal Road/Gardiners hill area I do not see many cyclists - if I exclude those delivering food - and I am not sure putting in cycle tracks will encourage many to participate with all the hills likely to be encountered. Electric cycles are becoming more common, but I am not sure that these should be allowed in cycle tracks as they would cause accidents.</p> <p>The age profile of the area would suggest that any increase in the number of cyclists will be from those coming through to the city from the periphery.</p>	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	<p>York Street has a very steep gradient making it inaccessible for almost all cyclists travelling uphill. A better approach is to encourage use of the route as a quietway and allow contraflow use by cyclists to allow on-street residential parking to be retained. Consideration should be given to a bicycle lift on the route. Access to the North East of the city by bicycle is challenging because of the steepness of the terrain.</p> <p>Use of the lower section of Patrick's Hill, could be supported by provision of a wheeling ramp uphill and allowing cyclists to travel contraflow downhill</p> <p>A wide but very underused pedestrian route exists on Beale's Hill between Lover's Walk and Lower Glanmire Road. This requires some modern surface works to make it suitable for cycling (the current surface is concrete with rough anti-slip grooving) and provision of a wheeling ramp on the steps at the end of the route to Lower Glanmire Road.</p> <p>Summer Hill and Ballyhooley Road are natural routes for cyclists, with good gradients and sufficient space for passing motor vehicles. These are currently well used by cyclists and can be expected to continue to be used as such.</p>	Please refer to the NTA response to issues 8 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Alternative	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	Summer Hill North is the logical location for a shared uphill pedestrian and cycle path (as opposed to Wellington Road).	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	Page 34 - The idea of a cycle track going up and down York Street is not a good idea and I feel that the cycle track should go up lower Patrick's Hill and along St Patrick's Place and improve connectivity with the schools in the area. Cycle lawn up Gardiners Hill needs to be looked at. Page 41 - Cycle lane will not work through St. Josephs Church Page 43 - A shared path for cyclists and pedestrian users might be an alternative to coming through the church grounds linking Old Youghal Road with Middle Glanmire Road and onto St Luke's.	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative options	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Instead of segregated cycle lanes on both sides of Wellington Road, confine the cycle way to one side of the road. The cycle track can be 2 way so parking on the right hand side of the road from the city can remain in place	Please refer to the NTA Response to Issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	The solution would be to send cyclists up the short part at the end of Patricks Hill where it joins Wellington Rd and continue along Wellington Rd to St Lukes. (This small section on Patricks Hill could be walked if necessary) A cyclepath on Wellington Rd would be welcome for the most part. Traffic slows on approach to St Lukes Cross so that could be a shared area. After St Lukes, it is sometimes quite hard to turn right onto Gardiners Hill. Many cyclists prefer to push on up Ballyhooley Rd to Dillond Cross. Some, however do use Gardiners Hill to access the localities at the top of the Hill. Anyone travelling further will cycle on past the Ashburton Bar to join Old Youghal Rd at the Three Horseshoes, as will those who locally want to cycle towards Mayfield. Gardiners Hill going down is manageable. In bad weather caution is advisable. A lot of the time one has to pull in and out in order to allow for oncoming traffic (this happens with cars too) and generally this works well. Going uphill is a slog and like Summerhill you are always aware of a car creeping behind you waiting to overtake.	Please refer to the NTA response to issues 8 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	In terms of cycling it would be great to introduce cycle lanes, but not in the way that is proposed. It would be better to have a one way system of cycling lanes running on Summerhill North and Wellington road. My family would cycle more if there were appropriate cycle lanes in the area.	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	The ideal for residential streets such as Wellington Road is for slow moving traffic (even 30km/h) without cycle lanes and on street parking. They can accommodate low to medium traffic movements only. Possible approaches to improve Cork bus services sustainably are: Protection and enhancement of residential neighbourhood of St Luke's concentrating on significant intervention on R635 Silversprings & N20 Leitrim Street/Carrols Quay for future sustainable rapid connections. A minor upgrade to the routes in the area of St Luke's concentrating on greater intervention on R635 Silversprings (North Ring) & N20 Leitrim Street/Carrols Quay	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	An alternative for the location of a cycle lane near the toll station at St Luke's - Place the cycle lane between the kerb and road, ensuring sufficient segregation between cyclists and pedestrians	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	Instead of Gardiner's Hill - The creation of a quietway starting at St. Joseph's Church and continuing along Murmont Lawn, St. Christopher's Drive and down Leicester's Lane to Middle Glanmire Road. An additional potential quiet route is available from Murmont Lawn, up Murmont Avenue to Murmont Road and down Iona Road to meet Colmcille Avenue	Please refer to the NTA response to issues 8 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The cycling infrastructure at the junction from Old Youghal Road to the North Ring Road is insufficient and recommend a. The creation of a cycle lane at Shamrock Grove, b. The provision of cycle tracks in all directions from Old Youghal Road and on North Ring Road, c. Improved cycling and pedestrian access to Mayfield Shopping Centre	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Alternative Options	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	We recommend the provision of a swept back entrance incorporating safe cycle and pedestrian entrances and improved visibility for all road users near a local supermarket, located at T23 N236.	Please refer to the NTA response to issues 8 and 11.
STC B - Mayfield to City	Cycling Infrastructure Character and Heritage	NTA-C9-946	https://consult.nationaltransport.ie/en/field-collection/field-comments/1465	A cyclist from Ballyvolane to St. Luke's is expected to turn left at Dillon's Cross, proceed up to New Street and then turn right towards Gardiners Hill. At the top the cyclist turns right on Gardiners Hill and proceeds down to Ballyhooly Road where a left turn brings the individual to St. Luke's Cross, and the landmark Toll House that appears on the National Inventory of Architectural Heritage nowhere to be seen. The reverse journey is steeper. It's more likely cyclists will ignore the "quietway" on Gardiners Hill and continue on Ballyhooly Road.	Please refer to the NTA Response to Issues 10 and 11.
STC B - Mayfield to City	Cycling Infrastructure Community	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	There is quite a steep drop from Murmont from the grounds of the church even if one travels over the grave of the former parish priest (the grave does not appear on the drawing). This will require a wall to support the cycle track to ensure no major injuries from falls. While the number of cyclists will be small (in my opinion) the creation of an 'alleyway' could lead to anti-social behaviour and will seem to have the gate unlocked to the church grounds at all times.	Please refer to the NTA Response to Issues 9 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Community Heritage and Character	NTA-C9-526	https://consult.nationaltransport.ie/en/field-collection/field-comments/906	The ideas for some of the cycle lanes (Gardiner's Hill and York Hill) just show how little thought was put into this and make it very clear that local Cork planners should have been used, people who know and understand this great city. It is an area with a lot of character and strong community bonds and not a traffic corridor, more needs to be done to maintain and support locals.	Please refer to the NTA Response to Issues 8, 9 and 11.
STC B - Mayfield to City	Cycling Infrastructure Heritage and Character	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	Proposed Quietway on Gardiner's Hill is not the preferred route for cyclists due to a) gradient, b) it encroaches on an area known as 'The Triangle' which is a space important to locals and should remain untouched, c) pedestrian footfall exceeding allowed numbers for shared space, d) The unprotected painted cycle lane at Gardiner's Hill will not be fit for purpose due to the potential for illegal parking.	Please refer to the NTA Response to Issues 10 and 11.
STC B - Mayfield to City	Cycling Infrastructure Heritage and Character Alternative Options	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	The junction across Military Hill where it meets Wellington Road is a very wide junction for pedestrians to cross and could be narrowed further. The provision of marked parking bays on Military Hill may be an opportunity to off-set the loss of on-street parking for residents on Wellington Road. Ending cycle lanes at Military Hill and using a shared carriageway on the approach to St Luke's Cross would avoid the proposal to remove historic walls at this location. School traffic along Wellington Road causes a lot of congestion. This needs to be considered in a wider context of CMATS and transport planning.	Please refer to the NTA Response to Issues 8, 10 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Individual Response	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	Gardiner's Hill – quietway – I do not agree with the proposal for cyclists to mix with local traffic in this area. The mooted proposal for cyclists to cycle up Gardiner's Hill has absolutely not been thought through from a geographical terrain perspective. Objection to the proposed cycle lane on York Street as it is too steep for cyclists Objection to cycle track through the grounds of St Joseph's church Objection to the proposal to cycle down Patrick's Hill	Please refer to the NTA Response to Issue 11. Individual Response:
STC B - Mayfield to City	Cycling Infrastructure Individual Response	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	The proposed cycleway appears to come to a dead end at the junction with MacCurtain Street. There is no cycle lanes proposed along MacCurtain Street. It is unclear how this new cycleway will connect into the existing city centre cycle infrastructure.	Please refer to the NTA Response to Issue 11. Individual Response:
STC B - Mayfield to City	Cycling Infrastructure Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	If parking is to be retained on one side of Old Youghal Road (between Murmount Lawn and Gordon's Hill), we request that space be dedicated to a verge, kerb or other suitable spacing method to ensure that there is no collision between a cyclist and motorist opening their car door.	Please refer to the NTA Response to Issue 11. Individual Response:
STC B - Mayfield to City	Cycling Infrastructure Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	It is not clear how cyclists could continue to Middle Glanmire Road from Wellington Road, up Ballyhooley Road from St. Luke's Cross or down Summerhill North from St. Luke's Cross without difficulty	Please refer to the NTA Response to Issue 11. Individual Response:
STC B - Mayfield to City	Cycling Infrastructure Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The junction at Old Youghal Road/Colmcille Avenue precludes cyclists from turning right onto the North Ring Road. We recommend the provision of cycle tracks in all directions from Colmcille Avenue to the North Ring Road.	Please refer to the NTA Response to Issue 11. Individual Response:
STC B - Mayfield to City	Cycling Infrastructure Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	We would recommend the creation of a second Toucan crossing at the junction of Murmont Crescent and Iona Park to allow those using the proposed off road car park to access the businesses on the facing road.	Please refer to the NTA Response to Issue 11. Individual Response:

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Insufficient Consultation	NTA-C9-300	https://consult.nationaltransport.ie/en/field-collection/field-comments/632	The proposed cycle lane on York St appears to completely ignore the topography of the area. York street is not a suitable street for a cycle lane due to the very steep incline. This will result in bicycle users still utilising Summerhill North as the primary cycle route, as it rightly is at present due to its more gradual incline, but with a further increase in the severity of the safety hazard outlined above. The above-mentioned issues are extremely obvious oversights in the proposed changes and would have been apparent from an early stage had here been engagement with local communities before initiating any plans of this nature.	Please refer to the NTA Response to Issues 7 and 9.
STC B - Mayfield to City	Cycling Infrastructure Loss of Parking	NTA-C9-842	https://consult.nationaltransport.ie/en/field-collection/field-comments/1323	A single cycle lane on the north side of Wellington road would allow space for parking on the south side of the road which should be reserved for residents.	Please refer to the NTA Response to Issues 6 and 11.
STC B - Mayfield to City	Cycling Infrastructure Loss of Parking	NTA-C9-1361	https://consult.nationaltransport.ie/en/field-collection/field-comments/2060	Objection to the proposed two way cycle track on Ballyhooley Road due to the impact it will have on parking. Objection to promoting cycle use on Gardiner's Hill due to the gradient	Please refer to the NTA Response to Issue 11.
STC B - Mayfield to City	Cycling Infrastructure Need for	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1759	Roads are significantly steep from mayfield to town. Single lanes, that operate both ways would suffice.	Please refer to the NTA Response to Issues 4 and 11.
STC B - Mayfield to City	Cycling Infrastructure Road User Safety	NTA-C9-631	https://consult.nationaltransport.ie/en/field-collection/field-comments/1038	On another more practical matter, the gradient of Murmount Park is such that it is a compound gradient, the upper section being excessively steep. It is noted during periods of adverse weather then upper half of the road (hill) and junction at the top are impassible when there is ice or snow. It would be expected that when there is adverse weather the diversion associated with the bus gate would be inoperable unless the area is included in the winter maintenance program.	Please refer to the NTA response to issues 1 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Road User Safety	NTA-C9-1660	https://consult.nationaltransport.ie/en/field-collection/field-comments/2440	<p>I would recommend that the alternative quiet bike route should continue along Murmont Lawn with allowance for school pedestrian and wheeled traffic going onto Murmont Avenue.</p> <p>The alternative quiet bike route should then meet the Middle Glanmire Road, turning right to arrive to St Lukes and onto Wellington Road or Summerhill North as appropriate.</p> <p>The bike path on Colmcille Avenue is one that would be particularly worrisome as a person travelling alone at night as it moves away from the passive surveillance of the footpath and road. It should be possible to redesign this to allow for the retention of the trees and to ensure a safe path for comfortable use by as many as possible. (I would recommend the text Feminist City by Leslie Kern to your planners to ensure that these needs are considered at an earlier stage.)</p>	Please refer to the NTA response to issues 1 and 11.
STC B - Mayfield to City	Cycling Infrastructure Road User Safety	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	<p>The use of Gardiner's Hill (GH) as a quietway is unlikely except by users of electric bicycles. GH should be included alongside other recommended routes and quietways for cyclists. The proposed cycle lanes and pedestrian works in the vicinity of the Triangle at the top of GH and Ashburton Hill are over-engineered. It is a very quiet environment with motoring speeds typically about 20km/h and doesn't require segregation. The provision of cycle paths in this area is unnecessary as the quietway system can be employed throughout the area. Home Zone environment could be created across the area bounded by Ballyhooly Road and Old Youghal Road to the north and west and Leicester's Lane (i.e. the road between Middle Glanmire Road and Old Youghal Road) to the east. This would take in Gardiner's Hill, Kelleher's Buildings, New Road, Stream Hill, St Joseph's Drive and St Anne's Drive. The implementation of a 30km/h zone, with suitable physical traffic calming measures would be sufficient to create this zone supported by public realm within the area. The internal environment of this area already acts like this with motoring speeds rarely above 20km/h. There are already efforts to define this area at the boundary limits of Gardiner's Hill and New Road with (very small) raised tables, but this purpose is not explicitly defined as such to motorists. This approach would allow for on-street parking to be retained in the vicinity of the Triangle. It would also support the aim of avoiding the area becoming a rat run to avoid restrictions on Old Youghal Road by creating disincentives for motorists. A notable location within this area is the corner shop at the corner of Gardiner's Hill and New Road, currently served by two well-functioning courtesy crossings and acts as a community hub. These crossings are moved/removed in the draft proposals in a way that is unnatural to the working of the area compared to the location of the current ones. The current proposal would also remove well-working delivery bays for the shop and occasional customer parking. The proposals for a cycle lane to travel through St Joseph's Church needs to be removed for social purposes. It would not be acceptable to the community. The design of cycle infrastructure along the Murmont Lawn section of Leicester's Lane could be revised in light of this also to prevent the need to take private property. The extent of pedestrian/cycle infrastructure could be extended to from Old Youghal Road to Merrion Court on Leicester's Lane as the road is very wide here. Narrowing the carriageway would reduce traffic speeds and deter motorists using this route to avoid restrictions on Old Youghal Road. A notable quietway to school exists in the area. This can be supported easily by provision of a raised table crossing across Leicester Lane between St Joseph's Drive and St Christopher's Road. The short cycle lanes</p>	Please refer to the NTA response to issue 1 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Cycling Infrastructure Schools in the area	NTA-C9-1798	https://consult.nationaltransport.ie/en/field-collection/field-comments/2627	there has been no proposal to facilitate drop offs/ collections at the 3 schools effected by the planned bus route and the plans for a cycle path on Gardiners hill were clearly made by someone who had never set foot on or even seen a picture of the hill.	Please refer to the NTA Response to Issues 11 and 18.
STC B - Mayfield to City	Cycling Infrastructure Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-833	https://consult.nationaltransport.ie/en/field-collection/field-comments/1311	The route upwards is too steep for all but the fittest cyclist, Ballyhooley Rd and Old Youghal Rd are not as steep. An assumption made in the brochure is that Gardiner's Hill is quiet, this is not so at the times when most cyclists would use the route as the road is very busy at St Patrick's School. Also, Gardiner's Hill & St Joseph's Drive will be extremely busy if the bus gateway is implemented on Old Youghal Rd from New Rd out to the Mayfield Library as this will force a lot of traffic to use Gardiner's hill and the residential streets in its environs.	Please refer to the NTA Response to Issues 3 and 11.
STC B - Mayfield to City	Cycling Infrastructure Traffic Disruption due	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2873	Gardiners Hill is being proposed as the cycle route as it is a quite route, but it will no longer be a quite route if all of Mayfield traffic is diverted through this area	Please refer to the NTA Response to Issues 3 and 11.
STC B - Mayfield to City	Cycling Infrastructure Traffic Disruption due to Traffic Diversions /	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	There is steep gradient on Gardiners Hill. Are planners expecting children and family to cycle up this hill together? There will be increased traffic on Gardiners Hill which will make the 'quiet cycle route' a minomer.	Please refer to the NTA Response to Issues 3 and 11.
STC B - Mayfield to City	Impact on property value	NTA-C9-744	https://consult.nationaltransport.ie/en/field-collection/field-comments/1188	You will be taking value from the home owners of the locality	Please refer to the NTA Response to Issue 15.
STC B - Mayfield to City	Impact on property value	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1756	Property along the route will be devalued	Please refer to the NTA Response to Issue 15.
STC B - Mayfield to City	Impact on property value	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	A urvey completed by 66 people on the ballyhooley Rd showed that81.5% are concerned that current proposals will reduce property value.	Please refer to the NTA Response to Issue 15.
STC B - Mayfield to City	Impact on property value	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	a survey completed by 66 people on the ballyhooley Rd showed that81.5% are concerned that current proposals will reduce property value	Please refer to the NTA Response to Issue 15.
STC B - Mayfield to City	Impact on property value	NTA-C9-1666	https://consult.nationaltransport.ie/en/field-collection/field-comments/2520	The de valuation of my property which took me years to renovate due to the age and poor condition.	Please refer to the NTA Response to Issue 15.
STC B - Mayfield to City	Impact on property value	NTA-C9-2112	https://consult.nationaltransport.ie/en/field-collection/field-comments/3042	Not only will it make it impossible to live here but it potentially will devalue our property.	Please refer to the NTA Response to Issue 15.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Impact on property value	NTA-C9-461	https://consult.nationaltransport.ie/en/field-collection/field-comments/829	Affect property value in the area.	Please refer to the NTA Response to Issue 15.
STC B - Mayfield to City	Impact on property value	NTA-C9-772	https://consult.nationaltransport.ie/en/field-collection/field-comments/1221	The proposed route will greatly devalue all the properties which home owners have invested a lot of money in	Please refer to the NTA response to issue 15.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	Bus lane on Summerhill North will sever our community's health by increasing traffic noise, vibration and harmful emissions.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1272	There would be an increase in air and noise pollution with an increase in traffic caused by the new route	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-810	https://consult.nationaltransport.ie/en/field-collection/field-comments/1278	The proposed widening of Summerhill North will impact negatively on the community's health by increasing traffic noise, vibration and harmful emissions.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The plan turns tiny neighbourhood streets into a main route for city traffic. The aimed 50% increase in city population for 2040 will mean that even with a major reduction in car use, there will be more traffic on the roads. This increases exhaust fumes and noise pollution.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased noise and air pollution	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	6-8 Herons spend a lot of time on New Road, the increased traffic will frighten them away.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	The parked cars also offer a level of protection to pedestrians using the footpath, from noise and fumes.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Objection to increasing road width to accommodate three lanes which will lead to increased noise pollution, emissions and vibrations	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	air pollution and noise levels that will rise due to cars idling in traffic jams in built up areas	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1389	https://consult.nationaltransport.ie/en/field-collection/field-comments/2099	Increased traffic flows in the area will increase noise pollution	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	There is already a heavy flow of traffic down Summerhill north that causes significant noise pollution as well as air pollution.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	The existing noise levels currently regularly contravene the maximum NTA road design guidelines for a residential area.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1565	https://consult.nationaltransport.ie/en/field-collection/field-comments/2312	This green area is extensively used by local residents, is compact as it is and is a valuable green space in an area where public green spaces are extremely limited.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1690	https://consult.nationaltransport.ie/en/field-collection/field-comments/2488	Bus lane on Summerhill North will increase noise and pollution.	Please refer to the NTA Response to Issue 13.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Increased noise and air	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	It will negate on our environment, our right to enjoy same and	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased noise and air pollution	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	The further addition of diesel spewing buses poisoning our children and our environment is an assault on all of our well being.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Proposals for traffic movement facilitate Increased Noise Pollution	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1900	https://consult.nationaltransport.ie/en/field-collection/field-comments/2764	This 3-lane carriageway will sever our community cohesion, impact on our residential amenity and our community's health by increasing traffic noise, vibration and harmful emissions.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-301	https://consult.nationaltransport.ie/en/field-collection/field-comments/633	The noise and air pollution on Summerhill North is already above legally acceptable levels	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-1999	https://consult.nationaltransport.ie/en/field-collection/field-comments/2890	As I get older I am also aware of the increase in noise pollution and fumes along Ballyhooly rd, it appears to me that increasing the volume of public transport by our houses will potentially endanger our health and increase anxiety in crossing the road.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-2112	https://consult.nationaltransport.ie/en/field-collection/field-comments/3042	The levels of air and noise pollution which are already high will be worsened, endangering public health.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	An increase in number of diesel buses in the area will increase pollution. Any such increase in bus numbers should be accompanied by a switch to more sustainable forms of fuel – electric, hydrogen and other hybrid technologies to reduce pollution and enhance air quality for all.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air	NTA-C9-2188	https://consult.nationaltransport.ie/en/field-collection/field-comments/3141	There are huge issues regarding noise and air pollution.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-2292	https://consult.nationaltransport.ie/en/field-collection/field-comments/3294	The proposed 3 lanes of traffic on Summer Hill North may likely increase noise pollution for residents and increase the speed of traffic.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-2305	https://consult.nationaltransport.ie/en/field-collection/field-comments/3611	Excessive noise and fumes from buses will only increase our problems and there are many residential homes on this hill that will be negatively impacted. As it is the noise from speeding traffic has sharply increased.	Please refer to the NTA Response to Issue 13.
STC B - Mayfield to City	Increased Noise and Air Pollution	NTA-C9-2812	https://consult.nationaltransport.ie/en/field-collection/field-comments/4123	Also with high volume of traffic coupled with 3 schools here will increase noise level and air pollution	Please refer to the NTA Response to Issue 13.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Increased Noise and Air Pollution Schools in the area	NTA-C9-2188	https://consult.nationaltransport.ie/en/field-collection/field-comments/3141	There are huge issues regarding noise and air pollution. Yes, we have heard that a new fleet of electric buses have been ordered but they won't be fully up and running until 2030 and at a cost that we dare not think about. We have 2 pedestrian entrances to the local school on the Ballyhooley Road. No thought has been given to the children crossing this road should the parking be moved. Neither the school Principals nor parents were informed of these proposals.	Please refer to the NTA Response to Issues 13 and 18.
STC B - Mayfield to City	Individual Response	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The submission suggests that it makes sense to concentrate high speed access to the city centre on the R635 and N20 which are ideal for commuting.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-879	https://consult.nationaltransport.ie/en/field-collection/field-comments/1367	Eastern End of Old Youghal Road: Removal / acquisition of one building at the end of Byefield Park could enable bus traffic travelling down Boherboy Rd to be directed onto Byefield Park, up Kerry Road and onto Old Youghal Road completely avoiding the narrow section of the road opposite the Cow Bar. Western End of Old Youghal Road. Creation of a circular one way system on Gordon's Hill and the Western End of Old Youghal Road to Dillon's Cross could facilitate improved travel times by eliminating current need for vehicles to pull in and stop to let oncoming traffic pass on the narrower sections of the road. If removal of on street parking is required at St Josephe's Church / Glenview residences suggest creation of alternative parking for St Joseph's church and Glen view residences in current open space behind Glenview residences on New Rd connecting St Joseph's drive to St Joseph's Church.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1325	https://consult.nationaltransport.ie/en/field-collection/field-comments/1302	With this bus stop, the students can walk directly down O'Mahony's avenue without having to cross any roads or entrances. It is essential that this bus stop is maintained for our students to go to and from school safely.	Noted.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Individual Response	NTA-C9-1011	https://consult.nationaltransport.ie/en/field-collection/field-comments/1556	The one-way systems for car access to streets will add to the 'carbon footprint' as many residents will have to drive further on one-way roads to come and go from their residence.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-667	https://consult.nationaltransport.ie/en/field-collection/field-comments/1086	Nowhere in the plan is there a procedure whereby traffic has to let a bus enter or exit Bus Garage on Summerhill South. A procedure In many cities but I am sure the retort will be the city council would have to pass a bylaw to enable this to happen. Simple items like this would make bus traffic flow more streamlined and why not examine each exit route and see where are the pinch points.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Some of the proposals of the preferred route are in conflict with the DMURs publication	DMURS and BusConnects guidance has been used in the development of the design.
STC B - Mayfield to City	Individual Response	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Request that the NTA devise a proposal for the area that can be considered a net gain for all concerned rather than just public transport users as it is faster for residents to walk to the city than take public transport.	Please refer to the NTA response to issue 4.
STC B - Mayfield to City	Individual Response	NTA-C9-1267	https://consult.nationaltransport.ie/en/field-collection/field-comments/1916	Any uphill congestion that currently occurs is as a result of cars trying to turn right down the very narrow and steep O'Mahonys Avenue during rush- hour.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	Coming down from Mayfield works well right now. Local cycling could be improved in part by providing some more cycleways but slowing traffic could be more of a help.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	a lot of the roads are so narrow that when a delivery or ambulance even a taxi dropping someone off stops, then all traffic stops and congestion would occur within minutes.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	Summerhill North residents have already had to raise thousands of euros to commission traffic engineer reports. They don't want to go the judicial review route.	The Preferred Route Option (PRO) has been amended along Summerhill North.
STC B - Mayfield to City	Individual Response	NTA-C9-1641	https://consult.nationaltransport.ie/en/field-collection/field-comments/2422	Please consider how the public can access the first Mayfield stop via bike / walking when coming from New Inn direction.	BusConnects proposals are focused on areas within the city, which have the highest proposed frequency of bus service and demand for cyclist provision. There are currently no proposals beyond Tinker's Cross so existing footpaths will be utilised between New

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Individual Response	NTA-C9-1832	https://consult.nationaltransport.ie/en/field-collection/field-comments/2672	it is worth noting that the design as presented along the Ballyhooly Road doesn't seem to be reflected accurately in the document. I don't believe there is sufficient space to do the works that are proposed.	The design has taken account of the existing road layout and constraints. However, the design for the Preferred Route Option (PRO) at this location has changed.
STC B - Mayfield to City	Individual Response	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2744	These two areas have been left alarmingly blank on the proposals considering so much traffic is to be sent through them. So what is happening? Can we have more clarity? We have been told that Gardiners Hill will not be affected in this way, but truth be told, in the evenings when everybody is home from work, if you are last in then parking is often on the Triangle, New Road or at Kellehers Buildings. Its tough luck, but as a necessity it works.	In the EPR it was proposed to retain the original infrastructure and implement traffic management to provide a "Quiet Street" cycle provision in this location. In the PRO (Preferred Route Option) the route has been updated and no longer utilises this road.
STC B - Mayfield to City	Individual Response	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2745	Could the No 8 bypass narrow areas where bus gates are proposed. ie : Up or down Gordons Hill In saying that, the bus gates by Mayfield Library are on a very wide stretch...Why?	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme. The bus gate which was previously located near the Mayfield Library has been removed in the Preferred Route Option.
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The driveways from T23 C439 to T23 RY70 are not featured on the map. Given the need for residents to turn right, the planned ghost island on this stretch of Old Youghal Road would not be suitable and recommended it is reworked.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	There is a busy fast food restaurant situated at T23 KP66. There is a notable presence of delivery drivers occupying the space inside the planned cycle track. Ownership of the space around the retail venue needs to be established and, if necessary, physical segregation installed.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	There is a house and takeaway restaurant at T23 D9HT resulting in off-road parking not reflected in the map. Ownership of the space around the retail venue needs to be established and, if necessary, physical segregation installed.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	There is currently parking outside Ladbrokes not reflected in the map. Ownership of the space around the retail venue needs to be established and parking removed for the safety of all road users.	Noted. The existing parking arrangements at this location will be reviewed further at the subsequent design stages however it is currently proposed that this parking will be removed.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	There is scope next to the medical centre/library/sports complex/schools on Old Youghal Road to explore a. A parklet with bicycle parking b. Planters, trees and shrubs to create an "urban forest" environment c. A community garden with allotments for local gardeners d. Creation of a heritage route, with signage, which discusses significant sites of local history and people of note.	Noted. A full planting scheme has been designed and would be included as part of the works. The planting scheme would optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	Would like to see the extension of the continuous white line in the middle of the road from St. Luke's Cross to Gabriel House, with only a small break at St. Luke's Avenue.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	An urban design approach to the implementation of the Bus Connects scheme through St Luke's (on the Mayfield route) should be implemented. This would prioritise pedestrians, deliver urban greening, use higher quality paving and surface treatments. A co-design approach should be taken with the residents and businesses.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1997	https://consult.nationaltransport.ie/en/field-collection/field-comments/2889	The illustrations of the cycle lanes along Wellington Road on the published documents clearly omit the existing trees on the southern side of the street – we have to presume that these are to be removed. This will compromise the existing character of the area & there is no indication that any of these are to be replaced.	The drawing has been amended to include all trees. No trees are proposed for removal on Wellington Road.
STC B - Mayfield to City	Individual Response	NTA-C9-2059	https://consult.nationaltransport.ie/en/field-collection/field-comments/2969	There are certain areas where the Buses will have no option but to integrate into the normal Traffic flow due to the restrictive nature of our narrow streets on the Northside of the City and particularly in the Mayfield to City STC route.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-2117	https://consult.nationaltransport.ie/en/field-collection/field-comments/3051	Ballyvolane, including the northernmost sections of Ballyhooly Road, which is intended to receive a significant Strategic Housing Development in the coming years - it is imperative that there is reliable public transport in place so that incoming residents are able to fully rely on sustainable public transportation from the very beginning.	Noted.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Individual Response	NTA-C9-2166	https://consult.nationaltransport.ie/en/field-collection/field-comments/3111	Removal of green area / trees on Northside of Elm Grove Park (Old Youghal Road) will lead to flooding of low lined houses (below road level) . Grass /Trees reduce offer drainage and soakage of water / rain.	All existing trees are to be retained on Old Youghal Road. Trees depicted with a green outline and white infill are existing trees which will be retained. Please see Map 8 -12 of the public consultation document for Sustainable Transport Corridor (STC) B for further details. A full planting scheme has been designed and would be included as part of the works. The planting scheme would optimise the public realm and environmental benefits, while minimising the
STC B - Mayfield to City	Individual Response	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	As per p17, a proposed enhancement is that St Luke's Cross be converted to a signalised junction with signalised crossings for pedestrians provided on all arms of the junction. Where is it proposed that these signalized crossings on each arm are placed?	The indicative crossing points are shown on Maps 3 and 4, on each arm of the junction. The exact location of the traffic signals will be reviewed further at the next design stage.
STC B - Mayfield to City	Individual Response	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	The design of the proposed bus route should be a collaborative effort by a multidisciplinary team including traffic engineers, conservation architects, landscape architects and environmentalist with a mandate to implement current forward-thinking guidelines such as DMURS (Design Manual for Urban Roads and Streets) and SuDS (Sustainable Drainage Systems).	Noted. This is the case.
STC B - Mayfield to City	Individual Response	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	The proposed changes achieve a car dominated environment where the pedestrian is made to feel small and vulnerable... exactly the opposite environment that DMURS sets out to achieve. A buffer of paving and planting, between the road and the footpath will enhance the quality and safety of the pedestrian environment, but these have been sacrificed to create a very hostile and intimidating, car dominated route that will discourage people from walking or cycling.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce, creating a more pedestrian and cycle friendly city. It is noted that proposals on Summerhill North have been amended for the PRO and the existing footpath widths will be retained.
STC B - Mayfield to City	Individual Response	NTA-C9-2309	https://consult.nationaltransport.ie/en/field-collection/field-comments/3615	Are trees going to be retained on Old Youghal Road?	Yes all existing trees are to be retained on Old Youghal Road. Trees depicted with a green outline and white infill are existing trees which will be retained. Please see Map 8 -12 of the public consultation document for Sustainable Transport Corridor (STC) B for further details. A full planting scheme has been designed and would be included as part of the works. The planting scheme would optimise the public realm and environmental benefits, while minimising the
STC B - Mayfield to City	Individual Response	NTA-C9-2311	https://consult.nationaltransport.ie/en/field-collection/field-comments/3617	I live in this area and would have a 15 minute walk to nearest bus stop. As I am in my late 70s this is not very practical.	Noted.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Individual Response	NTA-C9-1999	https://consult.nationaltransport.ie/en/field-collection/field-comments/2891	please consider the view point of this resident and many others who are incredibly annoyed and vexed with the present proposals	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-490	https://consult.nationaltransport.ie/en/field-collection/field-comments/865	Looking at the mayfield to city route on the booklet I got in Silversprings there are loads of contradictions and the plan is unfeasible and way over budget for what you get. 800k for cycle path per km. 1.5 million for road adjustment and 2.5 million for major road adjustment.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The existing bus stop noted at T23 XD90 on the plan is in an incorrect location.	Thank you for your comment. The text in this location has been updated in the latest version of the drawings. The bus stop at that location is now denoted as a new bus stop.
STC B - Mayfield to City	Individual Response	NTA-C9-2800	https://consult.nationaltransport.ie/en/field-collection/field-comments/4111	Please note for you information, the official brochure incorrectly labels Ashburton Hill as a cross street between St Joseph's Drive and St Anne's Drive, when it is actually perpendicular to that road, the narrow stretch between St Joseph's Drive and the little triangle park.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Public realm improvements to consider; conservation and repair of the raised pavements with original sandstone retaining walls, cast iron railings and cut limestone steps from the road to the pavement; conservation and repair of the steps rising from Wellington Road to Waterloo Terrace; introduction of new street trees or additional greening in deep footpath areas; use of high-quality and robust materials for new/replacement footpaths.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1254	There is a lack of detail on the above mentioned maps. Proposed that 'existing road layout maintained' is not correct. All areas to be removed, whether gardens, footpaths, parking or other elements should be clearly identified.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-1325	https://consult.nationaltransport.ie/en/field-collection/field-comments/1302	Retain the bus stop at St. Luke's Church	Noted.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Individual Response	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The submission states that people can't currently speed on Wellington Road because of the multiple shared uses, and suggests that this approach should be strengthened, rather than strengthening the place as a route which seems to facilitate fast moving car and bicycle traffic in a residential area.	Noted.
STC B - Mayfield to City	Individual Response	NTA-C9-631	https://consult.nationaltransport.ie/en/field-collection/field-comments/1038	The T- junction onto Murmount Ave should be reviewed as it will likely impact traffic flow where priority would at present favor traffic along Murmount Ave.	This will be reviewed at the next design stage.
STC B - Mayfield to City	Individual Response	NTA-C9-631	https://consult.nationaltransport.ie/en/field-collection/field-comments/1038	The T- junction onto Murmount Ave should be reviewed as it will likely impact traffic flow where priority would at present favor traffic along Murmount Ave.	This will be reviewed at the next design stage.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1126	It should be noted that those who do not email addresses should not be penalised from having their say and all submissions made on their behalf are being sought to be seen as separate submissions.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-783	https://consult.nationaltransport.ie/en/field-collection/field-comments/1237	Lack of communication and clear reasoning for changes in the area, in particular car parking, have caused anger and worry in the community and caused migration from the area	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-911	https://consult.nationaltransport.ie/en/field-collection/field-comments/1412	Residents were not consulted or notified on the proposed changes. There were no letters, leaflets or communication of any kind with residents. Many people are still not aware of proposals.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	Reservations on due diligence being followed when it relates to how information was disseminated to the community on these proposed changes. Received information leaflets only six days before the deadline date for submissions.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1275	https://consult.nationaltransport.ie/en/field-collection/field-comments/1928	I know of many elderly residents who are not able to submit online and are extremely stressed and dismayed about these changes to a very old area	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1377	https://consult.nationaltransport.ie/en/field-collection/field-comments/2081	As a resident I feel I have not been considered or invited into the decision making process	Please refer to the NTA Response to Issue 7.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	A survey completed by 66 people on the ballyhooley Rd showed that 49% of respondents were opposed due to lack of details supplied in maps/documents.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1581	https://consult.nationaltransport.ie/en/field-collection/field-comments/2339	The lack of detailed information in the published plans make it impossible to agree with any of the proposed changes. There seems to be no concern for those living in these areas or those who have to use these areas everyday.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1609	https://consult.nationaltransport.ie/en/field-collection/field-comments/2380	I'd appeal for more consultation with residents and perhaps walking through the area to see how people live and how this will impact on them	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	a survey completed by 66 people on the ballyhooley Rd showed that 49% of respondents were opposed due to lack of details supplied in maps/documents	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The section through Gardiner's Hill (Map 4, page 39) is accompanied by a typical section, and located on plan as below. The realities is far from this. At this location the existing pavement is 2m wide, and the road is 7m to the wall on SE of Gardeners Hill. This wall for much of the way up is built on top of rock projecting 300-600mm from the wall, leaving a carriageway of 4.5-5m outside the parking along the hill at this point. It gets narrower as it goes up the hill. This typical section cannot apply in this location, and is misleading	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	For a full and open view of the proposals please provide maps showing the area currently so that they can be compared to the Bus Connects proposals. Gradient of hills also needs to be shown.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1737	https://consult.nationaltransport.ie/en/field-collection/field-comments/2548	None of the residents on Ashburton row were informed of these changes or consulted about them!	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	We can, as a society, support sensitive change by placing more balance in our design briefs within public procurement and accessing more meaningful public consultation at the right time	Please refer to the NTA Response to Issue 7.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Consultation. Early, often and co-design are the watch words. A public Bus Connect office should be established in Cork City centre.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2057	https://consult.nationaltransport.ie/en/field-collection/field-comments/2968	I wish to put on the record that I am dissatisfied with the lack of information and consultation on this matter.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2104	https://consult.nationaltransport.ie/en/field-collection/field-comments/3035	There has been very little publicity locally or leaflets etc distributed to residents to alert them to the consultation process which again is disappointing.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	At no stage in the process have I, a resident of Ballyholly Road, been contacted or received information relevant to the proposals or likely impact that will directly affect me and my family.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2124	https://consult.nationaltransport.ie/en/field-collection/field-comments/3057	Furthermore, care has not been taken to inform or consult the residents of such massive changes and we feel like a secondary consideration. We demand a change in how this plan is approached with more consultation with the local people.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	The thick lines on the map especially when there are a lot of colours can cover/hide a multitude. It is not easy to see what is exactly planned in the brochure maps (and those on the internet also) as the roads in the map are dwarfed by the area containing buildings/gardens. The screens in the Hotel were not particularly helpful as they were also to scale (same as the brochure) - I had to use the zoom facility on my computer to get an equivalent or better result. I have not seen a printed copy of the brochure in the Mayfield Library and many locals who I have spoken to were not aware of the implications of the proposals.	Please refer to the NTA Response to Issue 7.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2863	https://consult.nationaltransport.ie/en/field-collection/field-comments/4174	I had hoped to attend the meeting tonight (13th Sept) but as far as I can tell there is no Ashburton Hill resident's group which you would need to be a member of to qualify to attend. I guess it is a pretty small group of people, but it does seem unfair if none of our opinions will be included. It would seem important to have more of these so called "public" meetings, or maybe an actual public meeting specifically about Plan B.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-291	https://consult.nationaltransport.ie/en/field-collection/field-comments/618	Have the residents of the areas around Ballyhooly Road, St Lukes and Gardiner's Hill even been considered?	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-291	https://consult.nationaltransport.ie/en/field-collection/field-comments/618	Were the residents even consulted about this?	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-322	https://consult.nationaltransport.ie/en/field-collection/field-comments/666	I am writing this on behalf of local residents many who do not have access to or do not know how to submit concerns online. This community objects to the lack of communication	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	If you are at all serious about community engagement and support in the process, then, at the very least, there should be a palette of options for us residents to debate the pro's and cons of.	Please refer to the NTA Response to Issue 7.
STC B - Mayfield to City	Insufficient Consultation Alternative Options	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	There is a concern that the route option assessment was not given enough time or that a wider range of options could have been given consideration.	Please refer to the NTA response to issues 7 and 8.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Insufficient Consultation Bus Network Road User Safety Individual	NTA-C9-1465	https://consult.nationaltransport.ie/en/field-collection/field-comments/2189	<p>Please use plainer English in published materials. "Permeability for pedestrians"?? What exactly does it mean by "properties impacted". It is notable that there are no images generated of upper Summerhill North and St Lukes Cross (but stock photos of Kyrils Quay??)</p> <p>Electric buses would be a great improvement. Current buses cause a lot of noise pollution and revving at traffic lights. Buses should be smaller as for a lot of off-peak times current buses are practically empty.</p> <p>Speeding on Summerhill and Ballyhooley is a regular issue. A raised table at St Lukes Cross with good speed control strips o the roads would make it much safer to cross the road or cycle in that area. 4 arms of traffic lights will cause traffic build-up, noise pollution.</p> <p>The removal of the left turn slip from Middle Glanmire Road is not clear at all. Does this mean there will be no left turn at all city bound on Summerhill?</p>	<p>Please refer to the NTA response to issues 1, 7 and 14.</p> <p>Permeability for pedestrians refers to routes which are not accessible for vehicles but are for pedestrians. An example of this would be a laneway with bollards which stop vehicles from entering.</p> <p>The left turn slip on Middle Glanmire Road is proposed to be removed in the current design, however, left turn movements would be retained at the St Luke's Junction (on approach from Middle Glanmire Road).</p>
STC B - Mayfield to City	Insufficient Consultation Increased Noise and Air Pollution Loss of Parking	NTA-C9-2026	https://consult.nationaltransport.ie/en/field-collection/field-comments/2927	<p>As a resident in the St. Luke's area I have not been contacted with clear information. A huge concern of mine is that the area will become little more than a noisy, polluted, thoroughfare with a severe absence of parking spaces for its residents.</p>	<p>Please refer to the NTA Response to Issues 6, 7 and 13.</p>
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	<p>The NTA's approach and extremely poor public dispersal of information to my local community has to be denounced as public awareness of the proposals and the potential impact of the project remain exceptionally low .</p>	<p>Please refer to the NTA Response to Issue 7.</p>
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	<p>The red lines on either side of the road on wellington road close to the cross are unclear. The key doesn't explain what they are doing.</p>	<p>Please refer to the NTA Response to Issue 7.</p>
STC B - Mayfield to City	Insufficient Consultation	NTA-C9-2188	https://consult.nationaltransport.ie/en/field-collection/field-comments/3141	<p>we are completely stunned, upset and angry at the draft proposal that was first presented to a mere handful of us at a meeting in Silversprings during the summer. This was a time when most residents were on holidays for the first time in over 2 years.</p>	<p>Please refer to the NTA Response to Issues 7 and 18.</p>

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Insufficient Consultation Schools in the area	NTA-C9-2215	https://consult.nationaltransport.ie/en/field-collection/field-comments/3179	Lack of adequate consultation – At no stage in the process have I, a resident of Ballyhooly Road, been contacted or received information relevant to the proposals or likely impact that will directly affect me and my family. To date, information received has been conveyed by a third parties unconnected to the NTA. Considering the impact that the proposals will have in their current form, this is unacceptable and undemocratic. Lack of baseline studies and impact assessments No traffic modelling has been done to date; No impact assessments on the business owners affected by the plans have been carried out; It is not known if the proposals will result in a decrease in school traffic (the cause of the peak hours congestion on Summerhill North); Confirmed that the removal of parking will increase the speed of the traffic approaching the Cross in all directions;	Please refer to the NTA Response to Issues 7 and 18.
STC B - Mayfield to City	Insufficient Consultation Technical Surveys / Data Schools in the area	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	You admitted you hadn't done any studies w.r.t. the effects of your proposed route on the businesses thereon. No study was done w.r.t. how the parking is utilised in both peak and off peak periods, during events organised by local schools, the church and nearby pubs/ restaurants, nor was the relative scarcity of parking in surrounding streets looked at (which in turn, would be further compounded by these proposals). No consultation was made with any of the schools w.r.t. rationalising the various school bus networks with your own transport plan or how school drop offs and access could be better managed for the safety of all. You had not done a study or survey of where residents actually commute, how they commute and consequently, their need for a car. None of your representatives had actually tried cycling up Gardiners hill from the city in either summer or winter (when ice and fallen leaves make the surface quite lethal). Nowhere in your literature is there any evidence of you taking precedent from similar sized cities, similar topographic or built environment constraints We have seen no evidence that you have utilised the strategies used in these smaller scale towns and cities (with similar constraints) or even considered them as alternatives (w.r.t. Topography and street width).	Please refer to the NTA response to issues 7, 17 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1389	https://consult.nationaltransport.ie/en/field-collection/field-comments/2101	Taking away parking will bring the buses even closer to bedroom windows, this is a total invasion of their privacy	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-617	https://consult.nationaltransport.ie/en/field-collection/field-comments/1023	I am totally apposed to the removal of the parking from the Ballyhooly Road and the adjoining Summer Hill, Wellington Road and Gardeners Hill area.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-640	https://consult.nationaltransport.ie/en/field-collection/field-comments/1052	To propose taking away our parking spaces and making the road a thoroughfare for speeding buses is completely unacceptable.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	Cars from Old Youghal Rd and Gardiner's Hill will be forced to park here. This will cause huge disruptions for the residents, who need those car spaces for visitors, home help and the many other supports they possibly receive. It will cause isolation for these residents who support systems will not be able to access their homes. That's not to mention all the other older people living in houses in the area that will face the same problem.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	Limited parking is something that residents who live in this area signed up for. Complete removal of parking is completely impractical and I strongly believe it will drive residents out of the city (or at the very least deter them to live here) to towns outside the city whereby they will have to commute to work thus adding to the problem the STC proposes to alleviate.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The submission states that the designs that limit parking on Wellington Road could easily be less severe, that the designs seem to greatly reduce parking unnecessarily, and that this should be reconsidered.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-681	https://consult.nationaltransport.ie/en/field-collection/field-comments/1103	The submission states that the designs that limit parking on Wellington Road could easily be less severe, that the designs seem to greatly reduce parking unnecessarily, and that this should be reconsidered. The submission states that linear parking along the length of the street would be a reduction of more than half of current parking, which supports residents and users of McCurtain Street.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-691	https://consult.nationaltransport.ie/en/field-collection/field-comments/1117	Has anyone considered the impact on house prices if there is no parking available near your home.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-691	https://consult.nationaltransport.ie/en/field-collection/field-comments/1118	We already walk 1- 4 minutes to our house from on-street parking. We accept this is part of city living. But to remove all parking and offer no reasonable alternative is unacceptable.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1126	There are two widely used access points to two different schools on the left hand side of the road going down the hill, and the parking remaining on that side is of great benefit for access and safety to the students and parents alike of those attending the schools.	Please refer to the NTA response to issues 6 and 18.
STC B - Mayfield to City	Loss of Parking	NTA-C9-699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1126	There is no benefit to changing the parking from one side of the road to the other on Ballyholly Road as no extra space is to be gained by doing so. The plans have outlined recessed parking on the opposite side of the road which is incredibly questionable as actual measurements show that the space is not there to achieve what is proposed. Please see attachment. The plans are a complete fabrication of the space that is actually available.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-744	https://consult.nationaltransport.ie/en/field-collection/field-comments/1188	By removing the the parking spaces on Summerhill North, Ballyhooly Road, Wellington Road, Old Youghal Road and at the top of Gardiners Hill/Ashburton Hill will be removing car spaces for local residents who need them.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-750	https://consult.nationaltransport.ie/en/field-collection/field-comments/1196	The loss of on street parking would be an irreversible mistake	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-753	https://consult.nationaltransport.ie/en/field-collection/field-comments/1199	Concerned by the removal of parking spaces on Summerhill North and Wellington Road. No alternative provision identified in the consultation document for the residents affected. Conducted a parking survey showing more cars parked on Wellington Road than available on the alternate Military Hill	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-768	https://consult.nationaltransport.ie/en/field-collection/field-comments/1214	The removal of existing parking will severely impact the everyday lives of local residents. The area has limited parking and removing more will be a cause of great anxiety and concern.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-772	https://consult.nationaltransport.ie/en/field-collection/field-comments/1221	Difficult to find parking currently, which will increase with changes. Will contribute to isolation of elderly who's carers cannot get parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-783	https://consult.nationaltransport.ie/en/field-collection/field-comments/1237	The loss of car parking will cause disruption to the community.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1255	Removal of residents' parking will have a huge impact on the neighbourhood. Permit holding residents will have to find alternate parking. This will remove much of the parking available to the residents in area where the on street parking is retained. This will inevitably lead to the removal of front gardens, leading to loss of biodiversity, green space and quality of life	Please refer to the NTA response to issues 5 and 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1274	The removal of parking will cause major problems for residents in the area. It will be problematic for people with disabilities, people with babies and small children visitors and guests tradesmen working on premises district nurse visits deliveries to premises meals on wheels drop offs	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-810	https://consult.nationaltransport.ie/en/field-collection/field-comments/1278	The removal of 95% of parking spaces along Summerhill North will result in negative changes to the community as it will remove the residents' access to a car and may then result in changes to the demographics.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-828	https://consult.nationaltransport.ie/en/field-collection/field-comments/1304	Parking in this area is already a considerable problem for residents of Dillion's Cross, and this proposed new layout will make it worse.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-833	https://consult.nationaltransport.ie/en/field-collection/field-comments/1312	Please show where the street parking spaces are to be removed and where each space will be replaced	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-911	https://consult.nationaltransport.ie/en/field-collection/field-comments/1412	Each house should be guaranteed one parking space.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-911	https://consult.nationaltransport.ie/en/field-collection/field-comments/1412	The proposed plan seeks to massively limit parking on the road, which is already difficult for residents. There is no consideration for elderly residents who need a car. Moving the parking to the other side of the road serves no purpose.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1415	Object to the proposed bus route as it will cause major issues when parking is removed.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	Maps indicate that almost all on-street parking will be removed from Ballyhooley Road, Old Youghal Road and Wellington Road. People rely on their cars for work, school, social reasons, health reasons, shopping to name but a few, and removing parking spaces, which are already highly sought after, will place excessive demand on any remaining parking spaces in the surrounding areas. The removal of parking spaces will ultimately force people who need a car out of living in the St Lukes area. It will lower people's standard of living.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	This Set Down area is necessary to allow deliveries to the businesses in St Lukes. Removing this will cause even more traffic congestion. This area also provides relief parking at night time outside set down hours.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-925	https://consult.nationaltransport.ie/en/field-collection/field-comments/1436	Object to the proposal for the Ballyhooley road as it will remove houses access to parking. This will cause devaluation when properties are put up for sale.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-946	https://consult.nationaltransport.ie/en/field-collection/field-comments/1464	Cycle tracks on both sides of Wellington Road will remove existing car parking and the temporary waiting of vehicles and schoolbuses near Griffith College. Around this area there are elderly residents who receive their groceries from delivery vans. An Post delivers mail from an electric vehicle that stops periodically along the road. A number of houses have been subdivided into apartments and maintenance vehicles are regularly present. All vehicles mentioned will have to stop on a cycle track.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-965	https://consult.nationaltransport.ie/en/field-collection/field-comments/1497	Object to bus gate on new road as it will prohibit residents from parking outside their homes. Many elderly residents in this area and cannot be expected to walk a long distance to an alternative parking space , if such is being made available.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-970	https://consult.nationaltransport.ie/en/field-collection/field-comments/1503	I disagree on the removal of so many on street parking space. It is all ready difficult to park cars for the residents, if there is less space it will create more problems as car being parked on cycle lane, bus stops, set down only areas, etc....	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-983	https://consult.nationaltransport.ie/en/field-collection/field-comments/1521	Cycle Lanes on both sides of Wellington Road will remove a large number of residential car parking and set down areas for the schools and Griffith College. I believe that no provision or thought has gone into where all these cars are to go-- forcing residents to park their vehicles in other areas , where there is a shortage already and possibly causing bottle necks/ traffic restrictions in other areas. Residents who use home delivery services will encounter difficulties as there doesn't seem to be any loading bay/ set down areas. On the proposed plans, there is no consideration for residents on Wellington Road or Summerhill North if a tradesman such as plumber , electrician etc / skip/ builder is required. Where would they park?	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of parking	NTA-C9-1011	https://consult.nationaltransport.ie/en/field-collection/field-comments/1556	Concern over the cost of losing on-street parking, in terms of a devaluation of the value of a resident's house and make it a less attractive property to buy.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1575	Car parking and wholesale removal of on street parking in the Summerhill, St Lukes, Wellington Rd and Ballyhooley Rd areas will cause enormous inconvenience to residents reliant on street parking; The removal of c. 250 spaces with no clear or practicable alternatives	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	The removal of set down areas that serve existing businesses (opposite the Post Office on Ballyhooley Rd and adjacent to Henchys pub on Wellington Rd) will adversely impact the local business needing to receive regular deliveries. Changes in traffic infrastructure will make them less accessible to passing custom	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	Peoples cars are a necessity to work, shop, go to school, medical appointments. I feel the proposal is understating the number of car spaces that will be lost.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	The set down area in St Lukes must stay. It is necessary for the local shops in the area. Removing it will only add to congestion at St Lukes Cross. Shops must receive their deliveries. It's a priority.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	STC B Mayfield to City booklet page 19 – 'Approximate number of on-street parking spaces that may be removed 159". This I now understand has been raised to 171.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	This proposal erodes the personal autonomy of householders/car owners/families by the removal of their chosen mode of transport. This will lead to fraught tensions to regions who successfully retain their parking as spaces will now be at a premium. Objection to the removal of parking in Summerhill North/Ballyhooley Road, Wellington Road/Gardiner's Hill	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	To remove spaces will cause significant inconvenience to affected residents. To reduce available spaces also has the potential to cause disharmony between residents who live locally and visitors to the area.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	To remove the limited set down areas will have serious implications for local business	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1056	https://consult.nationaltransport.ie/en/field-collection/field-comments/1625	The proposals have put in danger the ability to use a car Details of alternate parking have not been disclosed Please restrict parking to 'residents only' on a permit basis and excluding others	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	There is a significant number of on-street parking spaces to be removed in this route (159). This will have huge impacts for reduced access to business	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	There is a significant number of on-street parking spaces to be removed in this route (159). This will have huge impacts on the potential for illegal parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	There must be retention of some on-street parking on the Ballyhooly road given the number of houses without driveways or who use these spaces regularly.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1080	https://consult.nationaltransport.ie/en/field-collection/field-comments/1654	Removal of on street car parking at Summerhill, Wellington Rd, and Ballyhooly Rd will cause severe problems	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1127	https://consult.nationaltransport.ie/en/field-collection/field-comments/1729	Objection to the removal of parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1131	https://consult.nationaltransport.ie/en/field-collection/field-comments/1734	Objection to the removal of parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Has any thought been put into providing Parking for the disabled?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1143	https://consult.nationaltransport.ie/en/field-collection/field-comments/1751	Objection to the removal of residents parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1755	Objection to the removal of parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1756	Residents with nice green front gardens who are losing parking will want to turn them into parking spots	Please refer to the NTA response to issues 5 and 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1757	As significant amounts of parking is lost along Gardiners Hill, it will make locals park along O'Mahonys Ave	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1757	Objection to the removal of the school bus stop in front of St Luke's Church	Please refer to the NTA response to issue 18.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1759	Objection to the removal of parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Objection to the removal of approximately 95% of the parking spaces along Summerhill North	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1185	https://consult.nationaltransport.ie/en/field-collection/field-comments/1809	The footpath on O'Mahony's Avenue is very narrow and parking is on the opposite side of the footpath. We propose that parking is changed to the opposite side of the road (footpath / school and residential side)	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1186	https://consult.nationaltransport.ie/en/field-collection/field-comments/1810	Objection to the removal of parking that delivery drivers, carers and visitors	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Objection to the removal of parking on Ballyhooley Road, Old Youghal Road and Wellington Road	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Opposed to the removal of the Set Down area on Ballyhooley Road across from the post office	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1203	https://consult.nationaltransport.ie/en/field-collection/field-comments/1827	Elderly residents rely on cars and being able to park them close to their properties. Parking required for visitors and carers	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1204	https://consult.nationaltransport.ie/en/field-collection/field-comments/1828	Many residents are elderly and may potentially become isolated with this proposal removing parking	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1204	https://consult.nationaltransport.ie/en/field-collection/field-comments/1828	Parking required for unloading shopping, deliveries and visitors	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1205	https://consult.nationaltransport.ie/en/field-collection/field-comments/1829	Objection to the removal of parking on Wellington Road without the provision of an alternative	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	Objection to the removal of 250 parking spaces from the area	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1255	https://consult.nationaltransport.ie/en/field-collection/field-comments/1900	Objection to the removal of residential parking on Wellington Road. There has to be resident parking only on Wellington Road and there must be enough spaces for current holders of parking permits. No one, other than residents, should be allowed to park on the Wellington Road.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1265	https://consult.nationaltransport.ie/en/field-collection/field-comments/1914	Objection to the removal of parking of properties in Dillons Cross	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1265	https://consult.nationaltransport.ie/en/field-collection/field-comments/1914	The lack of parking and access to properties may affect property prices	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1275	https://consult.nationaltransport.ie/en/field-collection/field-comments/1928	As for Old Youghal Road Ballyhooley Road, there are, there are no alternatives for a tiny minority of residents on those 2 to 3 corners	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1275	https://consult.nationaltransport.ie/en/field-collection/field-comments/1928	Objection to the removal of parking when there are no alternatives for many who absolutely need access to their cars, be it because they are elderly and have mobility issues or have a young family	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1285	https://consult.nationaltransport.ie/en/field-collection/field-comments/1942	Objection to the proposal to potentially remove 159 parking spaces. A large majority of houses on this route are on street, resulting in a huge reliance on on-street parking by residents. Where do you propose the potential 159 families park their cars?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1287	https://consult.nationaltransport.ie/en/field-collection/field-comments/1944	Objection to the removal of parking on Gardiners Hill forcing us to compete for fewer parking spaces which currently are less than adequate.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1294	https://consult.nationaltransport.ie/en/field-collection/field-comments/1956	How will local shops and chemists make deliveries? Many older people depend on those services.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1294	https://consult.nationaltransport.ie/en/field-collection/field-comments/1956	Removing parking from the road will make life much more difficult for many people. People arriving home late at night will have to walk possible long distances from wherever they have to park their car.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1295	https://consult.nationaltransport.ie/en/field-collection/field-comments/1960	Objection to the addition of cycle lanes in place of parking spaces	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1295	https://consult.nationaltransport.ie/en/field-collection/field-comments/1960	Objection to the potential removal of over 200 parking spaces. Access to two vehicles are required for work and personal purposes. Concern over future availability of adequate charging docks for electric vehicles if parking is removed.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1969	Removal of all parking from St. Luke's to Waterloo Terrace should not be considered without proposed alternatives for parking.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1971	Any changes in the area must be in keeping with its conservation status and support ongoing trade at the cross. Provision for set-down at St. Luke's Cross must be maintained for local businesses.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1304	https://consult.nationaltransport.ie/en/field-collection/field-comments/1978	Objection to the removal of parking along the Old Youghal Rd, New Rd and Ballyhooley Rd	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Objection to the removal of between 150 - 250 parking spaces. There seems to be no physical potential for alternative parking given the existing geography of the area.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Removal of set down areas opposite the Post Office (Ballyhooly Rd) and also adjacent to Henchys and the Pharmacy will have serious implications for local businesses	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Wellington Road, Summer Hill North, St. Lukes, Gardiner's Hill and immediate environs has become a thriving community thanks to the enterprise shown by the SME's which have created an environment for local shopping, meeting of neighbours and general social interaction	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	At St. Luke's Cross, on both sides of the carriageway between Ballyhooly Road and the junction of Wellington Road and Alexandra Road is currently used by customers of the local businesses as set-down parking. Consideration should be given to a small number of set-down parking spaces in this area to support the commercial uses which are vital to the area.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	The level of parking reduction proposed is too severe. Consider the installation of EV charging points to 50% of parking spaces and ducting infrastructure for all remaining spaces to support residents that rely on on-street parking to switch to electric vehicles.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1337	https://consult.nationaltransport.ie/en/field-collection/field-comments/2030	Objection to the removal of more than 159 parking spaces on Wellington Road	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1340	https://consult.nationaltransport.ie/en/field-collection/field-comments/2034	A reduction in on street parking - parking spaces in this area are already at a premium	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	Objection to the removal of parking. By removing parking spaces this loss of built heritage and micro biodiversity will be lost	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1361	https://consult.nationaltransport.ie/en/field-collection/field-comments/2060	Objection to the removal of parking on Ballyhooley Road as there are currently not enough parking spaces on Ballyhooley Road. Objection to the proposed moving of parking to the opposite side of the road. Objection to proposed removal of set down areas at St Luke's Cross	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1381	https://consult.nationaltransport.ie/en/field-collection/field-comments/2079	How many disabled parking will be made available under the new proposal and why is the parking being moved to the other side of the road?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1381	https://consult.nationaltransport.ie/en/field-collection/field-comments/2079	Objection to the removal of car parking spaces on Ballyhooley Road. Currently the car parking spaces are already limited and the number of people moving into the area is growing rapidly	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1377	https://consult.nationaltransport.ie/en/field-collection/field-comments/2081	Parking availability on the street has supported much of the investment possibility by the residents who reasonably expected this facility	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	Removal of the Loading bay/ temporary parking spaces outside Henschys Pub at St Lukes Cross will cause disruption to businesses at the Cross in terms of delivery of goods and customers	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	There are many residents who rely heavily on their cars, including older people and those who have to commute to work or school.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1389	https://consult.nationaltransport.ie/en/field-collection/field-comments/2097	Where are we all supposed to park, it is already very difficult, how do we unload shopping, get our elderly visitors, parents safely into our homes	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1389	https://consult.nationaltransport.ie/en/field-collection/field-comments/2098	Concerned this lack of parking will devalue my property	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1395	https://consult.nationaltransport.ie/en/field-collection/field-comments/2109	Objection to the removal of parking. Car and van access required for work.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1432	https://consult.nationaltransport.ie/en/field-collection/field-comments/2151	Objection to the proposal to remove over 40 parking spaces when there is no where else to park	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1448	https://consult.nationaltransport.ie/en/field-collection/field-comments/2173	Objection to taking on street parking away from older residents	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1448	https://consult.nationaltransport.ie/en/field-collection/field-comments/2173	Objection to taking on street parking away from residents with disabilities	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1465	https://consult.nationaltransport.ie/en/field-collection/field-comments/2189	<p>Please use plainer English in published materials. "Permeability for pedestrians"?? What exactly does it mean by "properties impacted". It is notable that there are no images generated of upper Summerhill North and St Lukes Cross (but stock photos of Kyrils Quay??)</p> <p>Parking solutions have not been proposed. No alternative parking spaces are offered in this proposal. Nowhere is accessibility for older residents or unloading shopping etc.. considered.</p> <p>There are hundreds of parking spaces on this route that will be affected (Summerhill, Wellington Road, Ballyhooley Road, Old Youghal Road, Gardiners Hill. Parking Permit zones will need to be changed if parking is being removed.</p> <p>Will plans consider parking for all residents within 100m of their homes? We already walk 1-5mins to house from on-street parking. We accept this as part of city living but complete removal of all parking with no reasonable alternative is unacceptable.</p>	Noted. Please also refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1468	https://consult.nationaltransport.ie/en/field-collection/field-comments/2204	<p>I am objecting to the removal of parking spaces at the top of gardiners hill around the green triangle and the proposal to remove all on street parking in this area - we currently have very little on street parking and the removal of these spaces without any alternative parking area being provided will create Huge difficulty for residents, many of whom are elderly.</p>	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1482	https://consult.nationaltransport.ie/en/field-collection/field-comments/2216	<p>Wellington Road residents do not have driveways like people who live outside of the city. Therefore, with resident parking on Wellington Road the infrastructure should be in place in every park space to support electric vehicle charging.</p>	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1501	https://consult.nationaltransport.ie/en/field-collection/field-comments/2236	The plan is to significantly reduce resident's on-street parking on several roads, presumably to lower the travel times for the bus route and to create space for cycle lanes. I have great concerns with the removal of on-street parking, as many residents still rely on private cars as so many other residents in suburban communities do.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2245	What parking alternatives are suggested for people who do not have off street parking with their family homes?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	Removing parking from our area would be detrimental to us and many other families and elderly residents in our area. It is not feasible for us or many others to convert parts of our garden for parking.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1528	https://consult.nationaltransport.ie/en/field-collection/field-comments/2267	I cannot see where people are proposed to park their cars/vans on the Old Youghal Rd, Ballyhooley rd, Gardners hill area of Cork. A lot of people living in this area need their vehicles for work and cannot revert to public transport. Most people in this area do not have access to a front garden for parking.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1553	https://consult.nationaltransport.ie/en/field-collection/field-comments/2299	<p>More recently the area has been repopulated and many people are raising young families here, taking care and giving resources to restoring these houses and adapting them to family life. There are so many schools and shops in the area - it is a wonderful example of the 15 minute village.</p> <p>It is normal for people to walk to schools and shops here. Making people's lives more difficult and more dangerous will not help the rejuvenation of our neighbourhood.</p> <p>Trying to fit a priority bus lane in here is unfeasible and actually unsafe. The footpaths need to stay this wide and families need the safety buffers of parked cars to protect their young children from the busy passing traffic.</p> <p>(See South Dublin County Council's new Development Plan regarding on-street parking; which notes that 'on street car parking in urban areas is beneficial for traffic calming, for efficient turn over of spaces and for pedestrian comfort.) Summerhill North is not wide enough for any changes.</p>	Please refer to the NTA response to issues 1, 12 and 18.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1576	https://consult.nationaltransport.ie/en/field-collection/field-comments/2330	<p>In many parts of suburban Cork close to the city centre where on-street parking has been removed, the residents have available a facility of incorporating off-street parking in their driveways.</p> <p>The proposed almost entire removal of car parking spaces on the road will have a detrimental and immediate effect on the occupants of the houses on our road.</p> <p>One factor that is evident is that, while most of the houses have front gardens, and in many cases back gardens, the back gardens are sloping and singularly unsuitable for children to play football, to position a trampoline or to simply run around.</p>	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1582	https://consult.nationaltransport.ie/en/field-collection/field-comments/2340	<p>Current parking needs and safety concerns by those in the community must be given careful consideration.</p> <p>Refer to the attached survey of Ballyhooly road residents which provides some insight into the demographic of the area and identifies some key concerns raised by the community relating to the bus connects proposal.</p> <p>In relation to the proposal for reduced parking spaces on Ballyhooly road: there is a wide demographic of people living on this section of road including families and elderly people who depend on cars for transport to areas which are not served by bus routes.</p> <p>Due to the dense residential population and historic urban grain of this part of the city, there are very few (if any) opportunities for alternative parking for residents other than on Ballyhooly road.</p> <p>This is reflected in the attached survey and is one of the main concerns within the community which should not be dismissed.</p> <p>In relation to the proposal for moving parking spaces to the opposite side of Ballyhooly road: further detail is required to clarify the reasoning for this proposal.</p>	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2348	<p>There is also a significant reduction in the number of parking spaces and set down areas. It should be noted that these spaces provide a critical role in the viability of the businesses and community. Deliveries, collections and access to businesses. These spaces are also used by the school bus for St Luke's national school. It is critical to the commercial viability of the crossroads that traders and businesses.</p>	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	<p>The wider loss of parking is a huge issue as it will put massive pressure on on street spots on Gardiners Hill. We live in a residential area of families, elderly people and working individuals who require a car (nobody is cycling back from Blackpool with the family shop!).</p> <p>This pressure will make it almost impossible to own a private vehicle and make it unsustainable for families and elderly to remain.</p>	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1604	https://consult.nationaltransport.ie/en/field-collection/field-comments/2376	Unacceptable loss of over over 400 parking spaces on Summerhill North, Wellington Road and Ballyhooley Road. This will impact families, elderly and businesses, who will have no alternative viable options.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1609	https://consult.nationaltransport.ie/en/field-collection/field-comments/2380	where will people park their cars with the lanes on Gardiners Hill? It's unrealistic to take spaces when there isn't any alternatives to park your car. The lack of parking will impact other residential areas up along.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	The proposal to move parking to the other side of the Balyhooley road greatly reduces the number of parking spots available due to the number of junctions. By keeping the parking on the side of the street it is currently there is an opportunity to keep the amount of parking currently available to the residents. If parking is to move to the other side of the road on the Ballyhooley rd there is a likely safety concern tradesmen relying on cars/vans to transport tools to worksites, access to sports, social events and extra curricular activities needed Survey completed by 66 people on Ballyhooley Road showed that 88% of respondents use on-street permit parking 77.8% find the location and amount o parking currently is inadequate	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1632	https://consult.nationaltransport.ie/en/field-collection/field-comments/2408	The only option for me is on street parking. Visitors often also need to park. To continue to make this a working and liveable community for all of us i request that on street parking be maintained on top of Gardiners hill & Ashburton Hill.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1635	https://consult.nationaltransport.ie/en/field-collection/field-comments/2415	The following proposals in the plan threaten the renewal and improvements that have been made to the St Lukes area in recent times. Reduction in Residents' Parking - the removal of car parking spaces (on Summerhill, Ballyhooly Rd., Wellington Rd, and Gardiner's Hill), 159 specified, in effect significantly more, coupled with an unconvincing, unrealistic proposal to provide some parking, somewhere else. The increased frequency and intensity in parking in a small park like Herbert Park, an inevitable consequence of the plan as proposed, is potentially dangerous	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1655	https://consult.nationaltransport.ie/en/field-collection/field-comments/2428	Parking is already a difficult negotiation for many residents and the number of cars estimated to be in the area are factually incorrect and much lower than actual.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1666	https://consult.nationaltransport.ie/en/field-collection/field-comments/2456	The amount of car spaces are already taken most evenings so no thought went into where the residents are going to park now.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The removal of the parking at St. Lukes Cross will have a significant impact on businesses operating in the area and supply the locality This would simply lead to more illegal parking on pavements and in cycle and traffic lanes, or loss of local businesses.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	These spaces are essential for the provision of accessible parking in the junction to facilitate those with special needs.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2480	Currently parking is tight in this area, with the proposed removal of parking in many areas it will push people into surrounding areas. removal of all of the existing car parking spaces to the west and north of the green (on street parking for houses which front the triangle) at Gardiners Hill area	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1686	https://consult.nationaltransport.ie/en/field-collection/field-comments/2483	My main concern is residential parking, where are we meant to park going forward ?.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1686	https://consult.nationaltransport.ie/en/field-collection/field-comments/2484	I have a shop on Gardiner's hill where will my customers park and will my unloading bay be available ?.	Please refer to the NTA Response to Issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1690	https://consult.nationaltransport.ie/en/field-collection/field-comments/2488	I am currently learning to drive, but without the prospect of anywhere to park a car this will be extremely difficult.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1696	https://consult.nationaltransport.ie/en/field-collection/field-comments/2494	Having viewed this plan I see no advantage to moving the cars from one side to another between St Lukes and Dillons Cross. I also feel that it is necessary to keep parking in the area or provide it nearby.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	It will have a devastating impact on my immediate area from Dillons Cross to St Lukes Cross, from a residential and business perspective	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1737	https://consult.nationaltransport.ie/en/field-collection/field-comments/2548	Ashburton Row - The area is already very busy and has very limited parking spaces for residents.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	Removal of set down areas opposite the Post Office (Ballyhooly Rd) and also adjacent to Henschys pub and St Lukes Pharmacy. This has serious implications for local businesses needing regularly to take goods delivery with reduced customer access and will likely lead to increased problems from illicit parking.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	Removal of the Loading bay/ temporary parking spaces outside Henschys Pub at St Lukes Cross will cause disruption to businesses at the Cross	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1825	https://consult.nationaltransport.ie/en/field-collection/field-comments/2661	bike lane in replace of parking in Mayfield on colmcille avenue is deathrimental to my business to have door step parking available especially for the elderly local residents who use hair salon and ask u to reconsider this proposal accordingly	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1825	https://consult.nationaltransport.ie/en/field-collection/field-comments/2661	there is to be a bike lane in replace of parking in Mayfield on colmcille avenue. I have a hair salon on this road, Parking is currently limited considering the amount of businesses trading in the area and between staff and clientele.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1832	https://consult.nationaltransport.ie/en/field-collection/field-comments/2672	Virtually total removal of on street parking in Summerhill North seems heavy handed. I met with many elderly residents there who need vehicular access to their properties	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1849	https://consult.nationaltransport.ie/en/field-collection/field-comments/2697	I have a business on Colmcille avenue and there are four more businesses here that have clients that use and rely on parking here due to there age and disabilities....parking is already insufficient here as it is...therefore would have a huge impact on our day to day trade.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1849	https://consult.nationaltransport.ie/en/field-collection/field-comments/2697	parking on Colmcille Avenue is already insufficient here as it is...I am one of five businesses here and this will have a huge impact on us!	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2744	Parking permits are issued to residents at a charge per year. Maybe in time these will no longer be necessary. What will the alternative be? Right now it is extra crazy as many young people are living at home for longer so you have more multi car residences. Will adjacent off street parking be provided? Hopefully this is something that can be explored.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The provision of unloading infrastructure needs to be considered at St Luke's Cross to avoid encroachment on cycling and transport infrastructure.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1908	https://consult.nationaltransport.ie/en/field-collection/field-comments/2772	We have no back entrance and must park on the roadside, we have no option to this.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1952	https://consult.nationaltransport.ie/en/field-collection/field-comments/2831	One of the major concerns raised in the community relates to the removal of parking spaces outside people's homes- particularly older persons and/or persons with disabilities where mobility can be limited and proximity to their homes is vital.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1953	https://consult.nationaltransport.ie/en/field-collection/field-comments/2835	I am very concerned that the proposed removal of approximately 95% of the parking spaces along Summerhill North will sterilise our community.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1963	https://consult.nationaltransport.ie/en/field-collection/field-comments/2844	I am extremely concerned about the removal of parking spaces on the hill and surrounding areas.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1965	https://consult.nationaltransport.ie/en/field-collection/field-comments/2846	Parking restrictions on Ballyhooly Road, Old Youghal Road and Wellington Road Most people are dependant on their car to get to work, do the shopping, collect children etc and need a car. Depriving people of parking spaces will only cause more parking problems in nearby areas and in time push people away from living near the city centre.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1977	https://consult.nationaltransport.ie/en/field-collection/field-comments/2863	I am concerned that the removal of parking at the shops at Colmcille Avenue will be particularly difficult for older people most particularly where the Pharmacy is concerned, as many older infirm people need to park as close as possible to it	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1978	https://consult.nationaltransport.ie/en/field-collection/field-comments/2864	The nett result of the proposed works will be to make Wellington Road and its environs a less attractive area in which to live and do business and will result in residents and businesses moving elsewhere.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1981	https://consult.nationaltransport.ie/en/field-collection/field-comments/2870	Creating bus gate will decrease traffic thus lessening need to remove parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1981	https://consult.nationaltransport.ie/en/field-collection/field-comments/2870	Mayfield Art centre was purpose built and is fully wheelchair accessible and it is a stipulation of our funders that we continue to be so. Many users need to travel in their own vehicles and need safe and accessible parking.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1981	https://consult.nationaltransport.ie/en/field-collection/field-comments/2870	<p>Removing of carparking on the road would greatly affect Newbury House Family Centre under the following areas</p> <p>Close drop off and collection points essential</p> <p>This would increase the journey for parents to walk to our centre from their cars</p> <p>This brings huge increases of risks to children § Longer walking to cars next to very busy road § Longer time alone in cars especially bad weather</p> <p>Planning permission is currently being sought 1 door up from the centre for 13 housing units with only 10 parking spaces which will have a determinatal effect on current road parking</p> <p>Alternative spaces for parking would be good for employees and service users if they could be found as neighbours will move into Kerry Road and employee will have to move out further to accommodate service users</p>	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	Persons with disabilities need to park close to where they live and work.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	<p>The carparking also provides a buffer between the through traffic and the houses, protecting their amenity from passing traffic hazards, noise, dust and fumes</p> <p>We are very concerned that the proposed removal of approximately 95% of the parking spaces along Summer Hill will sterilise our community</p> <p>The removal of residents' access to a car would result in this sensitive historic area turning into a ghetto, where no families with children, the elderly or disabled can live</p>	Please refer to the NTA response to issues 6 and 10.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Taxing benefit-in-kind business parking spaces and 'free' out-of-town shopping and retail centre car parking should be implemented across the city to facilitate modal shift and finance active travel measures.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1997	https://consult.nationaltransport.ie/en/field-collection/field-comments/2889	The proposed changes to road layout will have a very significant & detrimental effect on the availability of parking for the residents & businesses along the route. We are a long-standing business - based on Wellington Road. By our calculation, almost 80% of the more than 200 parking spaces on Wellington Road will be removed as part of the proposals contained in the current Bus Connects proposal (& there is no accessible location indicated nearby where these will be replaced). Parking in the Wellington Road area is already a considerable problem for residents.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2008	https://consult.nationaltransport.ie/en/field-collection/field-comments/2904	we will be penalised by taking away parking, as half the houses on the road rely on, onstreet parking Our area has a predominately older generation which have families visiting also taking our residents to various appointments where parking outside their homes is absolutely necessary. Home help services also need easy access to these residents The plan doesn't seem to take into account that we are on a hill, and for the 5% of the population who may cycle, we can assure you that there is little or no cyclists on this road. Our other concern would be the lack of parking at the top of the road where the businesses are, (Bourkes Pharmacy T23 EH11) just to name one of the businesses.	Please refer to the NTA response to issues 6, 10 and 12.
STC B - Mayfield to City	Loss of parking	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	Businesses require on-street spaces for deliveries and removals, as well as business visitor and employee parking. Persons with disabilities need to park close to where they live and work.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2026	https://consult.nationaltransport.ie/en/field-collection/field-comments/2927	I am particularly dismayed at the proposed removal of parking from the Ballyhooly Road area which serves as a lifeline for many residents that have no other options available to them or their families/carers/home help/deliveries Parking is certainly at a premium as it is.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2050	https://consult.nationaltransport.ie/en/field-collection/field-comments/2960	To remove this parking facility without providing an alternative seems idealistic and highly dangerous.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2059	https://consult.nationaltransport.ie/en/field-collection/field-comments/2969	I strongly object to the removal of Residents On Street Car Parking in any location, particularly when there is no alternative option outlined in the Plan.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2063	https://consult.nationaltransport.ie/en/field-collection/field-comments/2979	I strongly object to this proposal as the businesses in the area will be negatively effected by the traffic parking restrictions.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	The proposed road scheme will result in the removal of an excessive level of on street parking, resulting in an undesirable and "unliveable" neighbourhood.	Please refer to the NTA response to issues 6 and 10.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2093	https://consult.nationaltransport.ie/en/field-collection/field-comments/3017	The removal of parking on Summerhill North and also Wellington Road is draconian. Of course, there is a need to increase cycle lanes and bus usage, but this will have a significant affect on the older population who still require their car.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2104	https://consult.nationaltransport.ie/en/field-collection/field-comments/3035	It is disappointing that all the parking will be removed from Summerhill North. Many residents use the car parking for their own vehicles, for visitors, for deliveries including groceries as well as for tradesmen coming to do work on properties. No parking will make this very difficult and impede traffic on Summerhill North. No on street parking may lead to residents converting their remaining green spaces to parking spaces in order to have some where to park or have visitors etc park.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2105	https://consult.nationaltransport.ie/en/field-collection/field-comments/3038	As a resident of Dillon's Cross I am very worried about the impact the removal of parking spaces from outside my home will have on me. For my work, it is necessary for me to have a big van in which I transport my tools.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2121	https://consult.nationaltransport.ie/en/field-collection/field-comments/3041	Alternative parking options would not be close enough to the pharmacy for such patients and as it currently stands there is insufficient parking available. Many of our patients have expressed concerns and are deeply worried how they will access the pharmacy should the proposed cycle lane go ahead.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2112	https://consult.nationaltransport.ie/en/field-collection/field-comments/3042	The removal of on-street parking will make it no longer sustainable to remain living on Summerhill North. Having restored two Victorian properties from semi - dereliction it is undermining and insulting to be put in the position whereby we are told that our on street parking is under threat of being removed.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	As we are also landlocked at the rear of our property on-street parking has always been our only option.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	Infrastructure should be put in place to allow homeowners on Ballyhooly Road who do not have off-street parking to charge electric vehicles.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2114	https://consult.nationaltransport.ie/en/field-collection/field-comments/3047	I must object to the proposed removal of parking spaces on the Ballyhooly Road. I live here with my husband and young family. We need a car for family reasons and we made our home here because we could park, albeit with difficulty on occasion.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2124	https://consult.nationaltransport.ie/en/field-collection/field-comments/3057	No consideration was given to the parking that the residents need. As is, it is extremely difficult to cope with the lack of parking vs the amount of residents on the road. The proposed plan will make this situation a lot worse.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	The proposal to remove all but three of these spaces will be detrimental to local businesses. Completely contradicting the concept of creating liveable communities in the city.	Please refer to the NTA Response to Issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2188	https://consult.nationaltransport.ie/en/field-collection/field-comments/3141	<p>we don't have parking spaces on the Ballyhooley Road, we FILL spaces. On a good night when all residents manage to cram our cars together, we can fit 82 cars including 4 disabled cars from the top of the Ballyhooley road to the bottom by the entrance to Gardiners Hill.</p> <p>Parking is a DAILY struggle. Imagine our utter disbelief when not only do we discover that the parking is being moved to the opposite side of the road but half of the spaces will be removed. The image below shows a typical night on the Ballyhooley road.</p>	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2193	https://consult.nationaltransport.ie/en/field-collection/field-comments/3146	No defined provision for parking of residents cars that would normally be parked on the roadside.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2216	https://consult.nationaltransport.ie/en/field-collection/field-comments/3180	The plans as per the Mayfield to Cork city proposal will adversely affect the area and residents of Gardiners hill by the removal of necessary parking spaces making life very difficult for residents,	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2230	https://consult.nationaltransport.ie/en/field-collection/field-comments/3203	<p>The proposal to just remove car parking is causing so much stress to the people in the locality. We are already pressed for spaces.</p> <p>I would ask you to sincerely reconsider these proposal and the impact they will have and from a practical point of view consider what you are proposing before making changes that will make matters worse.</p>	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2234	https://consult.nationaltransport.ie/en/field-collection/field-comments/3220	<p>I have on-street parking opposite my house, which is located on the proposed Mayfield to City bus corridor in Cork. The proposal will result in the removal of all such parking facilities for myself and my neighbours. In addition, I am living with a disability that has made me very dependent on my car as I am only able to walk short distances at a time.</p> <p>I am frustrated by the disregard shown to residents on the proposed routes who are put in a difficult position, and with little to no support, as a result of the plans.</p>	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	I am very concerned that the proposed removal of approximately 95% of the parking spaces along Summerhill North will sterilise our community. The alternative proposal suggested by MHL would constitute a sustainable transport corridor, while also retaining 40 on street parking spaces.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2241	https://consult.nationaltransport.ie/en/field-collection/field-comments/3228	Parking will be very difficult with these new measures,	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2249	https://consult.nationaltransport.ie/en/field-collection/field-comments/3241	Object to proposals of uphill bus lane on northern side of Summerhill North - in particular to the removal of on-street parking, as this will make it virtually impossible to access houses that are dependent on having on street parking.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2306	https://consult.nationaltransport.ie/en/field-collection/field-comments/3612	How are we going to park to bring shopping/supplies into our houses? How are we going to get work done on our houses	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2307	https://consult.nationaltransport.ie/en/field-collection/field-comments/3613	It would be useful to know where cars will be able/permitted to park on Ballyhooley Road.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2308	https://consult.nationaltransport.ie/en/field-collection/field-comments/3614	Where is the proposal for residents parking in Summerhill North/Wellington Road/Ballyhooley Road. This is a long established vibrant residential area. The current parking spaces are used by residents, not commuters.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2309	https://consult.nationaltransport.ie/en/field-collection/field-comments/3615	On street parking is important	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2312	https://consult.nationaltransport.ie/en/field-collection/field-comments/3618	Why move the car parking from Ballyhooley Road/Dillons Cross/St Lukes area if there is no other change? Line out Harrington Sq. to increase parking taking some of the queen space. As older people living in the area we need parking for lifting heavy shopping etc. as we have no other option. Taking parking away really makes it challenging to live in this area - for only widening small sections of pavement it seems very little gain. Please leave parking as it is, which leaves room for two way traffic as proposed.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2313	https://consult.nationaltransport.ie/en/field-collection/field-comments/3619	Can't see the advantage of removing parking as footpaths are already wide enough for wheelchairs etc. If widened for any reason, narrower sections don't make sense. Older residents will be very stuck to transport heavy items - i.e. garden furniture, compost etc., cooling and transporting dinners to a relative who is very ill will no longer be possible. If anything it's more parking the area that is needed. Residents who are 65 years of age for example will have to consider the very stressful idea of relocating	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2315	https://consult.nationaltransport.ie/en/field-collection/field-comments/3621	Parking is already scarce in the area, removing more is going to be a disaster for the area. Older residents will find it hard to do a simple task as shopping.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2317	https://consult.nationaltransport.ie/en/field-collection/field-comments/3623	Where do you propose that all residents who only have access to on street parking are going to park. Where do people who live and park on Ashburlion Hill/St. Josephs drive now park as proposal is to introduce a cycle lane on the existing parking side of the road. Will residents be able to park in Kelliher's Buildings/New Road area?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2318	https://consult.nationaltransport.ie/en/field-collection/field-comments/3624	The people on the road will have significant problems parking their cars, getting messages and being transport independent.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2322	https://consult.nationaltransport.ie/en/field-collection/field-comments/3628	As the chairperson of a voluntary management committee operating a busy resource centre, we are concerned about restrictions to parking. A lot of people using the centre are older and some not too mobile. We only have 3 parking spaces and 1 disability inside. We would like further information on plans that affect us.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2324	https://consult.nationaltransport.ie/en/field-collection/field-comments/3630	To remove parking from Summerhill will desolate the area.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-2324	https://consult.nationaltransport.ie/en/field-collection/field-comments/3630	What facility is being made for disabled parking?	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	While this may be accurate as to the number of official parking places the number of 159 does not include those places where cars are parked outside of residences and businesses further out from the Pay Parking Zones for example, those along the Old Youghal Road and Colmcille Avenue, Iona Park. Can I suggest that where cars are planned to be removed that you set out where the alternative parking will actually be available. The demographics of the area are such that the residents depend on their car to get to shops/medical appointments etc. and there are quite a lot of residents with mobility issues who need to have their cars close by.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2328	https://consult.nationaltransport.ie/en/field-collection/field-comments/3634	No concern about where to park cars or any recommendations	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2329	https://consult.nationaltransport.ie/en/field-collection/field-comments/3635	There is already limited and restricted parking at St Lukes Cross. To remove the limited set down areas will have serious implications for local businesses and will undoubtedly encourage illicit parking. Those opting to live in the urban inner city area are already confined by a shortage of residential parking spaces. To further remove spaces will cause significant inconvenience to affected residents. It is unlikely the proposal will result in reduction of car ownership usage by local residents.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-86	https://consult.nationaltransport.ie/en/field-collection/field-comments/366	If you plan to remove parking on [personal information redacted], what are the plans to replace resident's parking that is already extremely sparse?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to the removal of parking on Ballyhooly Road, Old Youghal Road and Wellington Road Parking spaces are already at a premium	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2647	https://consult.nationaltransport.ie/en/field-collection/field-comments/3957	As in most areas, parking is a major headache If you could devise a system to allow cars to park on the road at anytime it would ease things	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2648	https://consult.nationaltransport.ie/en/field-collection/field-comments/3958	all residents are car owners residents have no where to park should there spaces be removed	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2792	https://consult.nationaltransport.ie/en/field-collection/field-comments/4103	parking will be removed at bottom and top of Gardiners hill.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2800	https://consult.nationaltransport.ie/en/field-collection/field-comments/4111	1) Why not extend disc parking up the hill to at least St. Joseph's Drive? Because we are now just outside of disc parking, our street is used for commuter parking, obviously further clogging the area with cars.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2833	https://consult.nationaltransport.ie/en/field-collection/field-comments/4144	Concerns about the removal of parking and the proposed restrictions on driving to properties in Dillons Cross under current bus connect plans.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-2833	https://consult.nationaltransport.ie/en/field-collection/field-comments/4144	I also want to raise the issue of how this lack of parking and access to properties will affect our property prices.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2856	https://consult.nationaltransport.ie/en/field-collection/field-comments/4167	The current BusConnects proposal to remove and ban all parked, etc. vehicles from Summerhill North residents and businesses would constitute a gross breach of residents' rights and, if implemented, would cause major disruption and dislocation to the lives of residents with major and easily foreseeable deleterious consequences for the area and its properties. impossibility for such folk or, indeed, any resident to be expected to carry heavy everyday shopping bags or other loads long distances or to walk safely home at night is obvious.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of parking	NTA-C9-2864	https://consult.nationaltransport.ie/en/field-collection/field-comments/4175	Our administrative headquarters and logistics base for stoping equipment, machinery and supplies is on Summerhill North. On average, 4-5 times a day, 6 days per week our vans park on Summerhill North to deliver and/or remove supplies, collect or return equipment or deal with financial and administrative matters. I find it difficult to understand how anyone knowledgeable about the Victorian Quarter of Cork, in particular, Summerhill North could make the proposal contained in the Cork BusConnects plan route B Mayfield to City to prohibit all vehicle parking on Summerhill North. Not being a resident, I can only imagine the awful affects on the residential population which will make the houses effectively unusable except for a very small and narrow class of occupiers not reliant on their own transport and vehicular deliveries/collections.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2865	https://consult.nationaltransport.ie/en/field-collection/field-comments/4176	We are deeply concerned at the plans for Bus Connects on Old Youghal road. Our property, like many others in the area, does not have a driveway so the removal of on street parking will create great difficulty for us. Where are people living in this area supposed to park? The Government is requesting people to switch to electric vehicles. As we do not have a driveway the charging of an electric vehicle would already be very difficult for everyone on this street. The proposed changes would make this even more challenging than it already is.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	Page 40 - Load bay provision for existing or new business in Dillons Cross	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	The need to come up with an alternative for resident's car parking on Wellington Road Page 41 - Alternative for residents parking Page 42 - What about existing parking for residents and loading bay for existing or potential new businesses.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-145	https://consult.nationaltransport.ie/en/field-collection/field-comments/431	Object to the removal of onstreet parking on Old Youghal Road. Parking is already severely limited and we are without permission to incorporate a driveway onto our property. The current evaluation by the surveyors of a loss of 159 public spaces is grossly under estimated.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-165	https://consult.nationaltransport.ie/en/field-collection/field-comments/451	Removal of on street parking on Summer Hill North and Ballyhooly road will be a disaster for those living in these areas. Where do the council expect these people to park their cars? It will congest an already tight area for parking and reduce the quality of these people's lives for zero gain.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-196	https://consult.nationaltransport.ie/en/field-collection/field-comments/489	Current plans do not seem to take into account the...requirement for residents parking in the St Lukes/Gardiners Hill area.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-205	https://consult.nationaltransport.ie/en/field-collection/field-comments/506	By removing parking property will be devalued	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-205	https://consult.nationaltransport.ie/en/field-collection/field-comments/506	I wish to object to the removal of parking on Wellington Road and Summerhill Area what about home helps, district nurses and deliveries? safety issue as parking will not be available near houses	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-236	https://consult.nationaltransport.ie/en/field-collection/field-comments/550	I would hope that parking on Gardiners hill for residents without the option of garden /driveway parking could be retained where possible.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-237	https://consult.nationaltransport.ie/en/field-collection/field-comments/552	have major concerns regarding the loss of parking spaces. A question that has not been answered is where are these residents going to park?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-238	https://consult.nationaltransport.ie/en/field-collection/field-comments/553	All residents deserve the right to have access to parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-243	https://consult.nationaltransport.ie/en/field-collection/field-comments/558	Loss of on-street parking impacts on the ability to receive deliveries, carers access, tradesmen and equipment access, services access ,emergency services access and in some cases loss of access for residents with mobility issues to their own homes	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-258	https://consult.nationaltransport.ie/en/field-collection/field-comments/576	I am strongly against the proposal to remove parking in the ballyhooly road/St.lukes area	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-262	https://consult.nationaltransport.ie/en/field-collection/field-comments/580	We only have on street parking. Where are we supposed to park out cars What about our elderly neighbours with hospital appointments.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-262	https://consult.nationaltransport.ie/en/field-collection/field-comments/581	Where are the wheelchair parking spaces going to go	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-277	https://consult.nationaltransport.ie/en/field-collection/field-comments/600	The parking spaces along Ballyhooly road are planned to be removed as part of the plan. This is absolutely unsustainable for dozens of tenants and owners. On street parking is all we have around and if this planning does not offer any alternative this will not be viable.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-286	https://consult.nationaltransport.ie/en/field-collection/field-comments/613	I am appalled to hear of the proposal to remove the parking from the ballyhooly Rd that is for residents with no alternative in place.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-288	https://consult.nationaltransport.ie/en/field-collection/field-comments/615	I wish to lodge my objection to the removal of resident parking on Old Youghal Road and Gardiners Hill areas.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-289	https://consult.nationaltransport.ie/en/field-collection/field-comments/616	The proposed removal of on-street parking spaces shows complete disregard/contempt for us residents. It is already difficult enough for my elderly and disabled neighbours to find parking in the area without removing spaces, with an alternative not even being suggested	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-291	https://consult.nationaltransport.ie/en/field-collection/field-comments/618	For the Ballyhooly Road, parking is already at a premium and now the idea is the remove further parking to accomodate bus and bike? Where are the people meant to park?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-293	https://consult.nationaltransport.ie/en/field-collection/field-comments/621	I am objecting to the removal of off-street parking on the old youghal road	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-301	https://consult.nationaltransport.ie/en/field-collection/field-comments/633	St. Lukes village/Summerhill North centre - There is no provision for people with mobility issues to park and access local services.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-301	https://consult.nationaltransport.ie/en/field-collection/field-comments/633	Summerhill North is a long established residential area with very limited parking provision for residents - one side of Summerhill North road only. The removal of the existing parking will result in the almost complete loss of parking for residents, business at St. Lukes Cross, and will make deliveries to both legally impossible. Summerhill North is busy at peak times only - an hour in the morning and at 5pm	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-313	https://consult.nationaltransport.ie/en/field-collection/field-comments/650	I wish to object to the proposed new bus connect route and cycle lanes for old youghal road and gardeners hill cork. This will mean the removal of residents parking	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-322	https://consult.nationaltransport.ie/en/field-collection/field-comments/666	We are very concerned about removal of parking spaces on Old Youghal Road and surrounding areas. The main population of this area are elderly and need access to park near their home.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-376	https://consult.nationaltransport.ie/en/field-collection/field-comments/736	but we have a major lack of parking space Ballyhooly Road	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-719	https://consult.nationaltransport.ie/en/field-collection/field-comments/764	Ballyhooly Road - Every evening is already a struggle to park with the spaces we have, how on earth will we manage with these proposals?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-399	https://consult.nationaltransport.ie/en/field-collection/field-comments/765	I have always struggled with parking but to remove more spaces and penalize us in this way is too unfair.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-400	https://consult.nationaltransport.ie/en/field-collection/field-comments/766	residents need parking spaces outside their houses, not a 10-15 min walk away	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-426	https://consult.nationaltransport.ie/en/field-collection/field-comments/793	Local business' and houses depend on the limited car spaces there is at present.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-426	https://consult.nationaltransport.ie/en/field-collection/field-comments/793	Local business' and houses depend on the limited car spaces there is at present.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-430	https://consult.nationaltransport.ie/en/field-collection/field-comments/797	Taking people's parking spaces	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-432	https://consult.nationaltransport.ie/en/field-collection/field-comments/799	The proposed B route for the north side of the city will not only get rid of on-street parking and de-value our homes	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-435	https://consult.nationaltransport.ie/en/field-collection/field-comments/803	completely take away all residents parking on the stretch of old youghal Road. Is there provisions being put in place for alternative parking?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-441	https://consult.nationaltransport.ie/en/field-collection/field-comments/809	There is simply no where to park my car.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-461	https://consult.nationaltransport.ie/en/field-collection/field-comments/829	As home owners this would make finding parking space impossible, access to terrace house with shopping etc.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-469	https://consult.nationaltransport.ie/en/field-collection/field-comments/841	Removal of car spaces will mean it will be more difficult for people to stop and shop in the area, putting businesses under pressure.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	The removal of parking spaces in residential area's of the city with nowhere to park those cars. The NTA's estimate of 159 approx. car parking spaces being removed is drastically underestimated. I did a count of actual spaces versus spaces on the proposed layout. Spaces on proposal = 98 Actual spaces = 343	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-485	https://consult.nationaltransport.ie/en/field-collection/field-comments/857	Loss of some parking, absolutely ridiculous, we are hardworking people who pay for our homes, taxes, permits etc, you cannot take away from what is already extremely limited parking.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-486	https://consult.nationaltransport.ie/en/field-collection/field-comments/858	unacceptable to take away space where basically already narrow streets and no space for our cars to park. People need space for driving and parking and no Bus service or cycle lane would fix what's already so small. Taking away people's property from their gardens is unacceptable. We live here and the government should make people's lives easier not harder. Nobody will give up their cars to drive to work and school!	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-503	https://consult.nationaltransport.ie/en/field-collection/field-comments/881	also why is there parking passes being take out , there isn't enough parking pass at the moment where are to park our cars ? A bus route won't solve this problem just cause problems for everyone in this area	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-518	https://consult.nationaltransport.ie/en/field-collection/field-comments/897	As a resident of Wellington Road I am seriously concerned about the removal of parking where there are many family households who rely on the on street parking. The area is finally being revived with young families moving back in and to eliminate parking will cause a burden on day to day quality of life. I myself have children in school on the opposite side of the city and depend on my car.	Please refer to the NTA response to issues 6 and 18.
STC B - Mayfield to City	Loss of Parking	NTA-C9-519	https://consult.nationaltransport.ie/en/field-collection/field-comments/898	I strongly object to the Bus Connects Route B and would like to highlight the following issues that I see with this proposal The removal of parking spaces in these residential areas- where are residents meant to park? Parking in these areas is already extremely limited and is unable to meet the current demand of the residents so the further removal of parking spaces will cause absolute chaos in the area.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-691	https://consult.nationaltransport.ie/en/field-collection/field-comments/915	If you remove 100's of parking spaces it will adversely affect ALL residents.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking	NTA-C9-534	https://consult.nationaltransport.ie/en/field-collection/field-comments/916	secondly to reduce the parking in the manner stated is grossly unfair to the residents of the area who actually provide and sustain the community	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-536	https://consult.nationaltransport.ie/en/field-collection/field-comments/918	I wish to raise an objection to the proposed transport corridor 'B' (Mayfield to city centre) The proposed changes to the car parking arrangements on the Ballyhooley Rd will have a detrimental effect on our business at St. Lukes Cross. Many of my patrons are elderly and infirm and need to park in close proximity to our business	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-543	https://consult.nationaltransport.ie/en/field-collection/field-comments/926	The removal of parking for residents on the main Mayfield Bus Connects route, through the Old Youghal Rd, Ballyhooley Rd & Summary North will have a knock on effect on the streets around these places,.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-544	https://consult.nationaltransport.ie/en/field-collection/field-comments/927	I oppose the planned changes to Ballyhooley Road, Cork and see no possible reason for them. I came here to point out that you are cutting 150 parking spaces from 200 to 50 that are adjacent to private homes in this area without proposing alternative parking spaces.	Please refer to the NTA response to issues 4 and 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-562	https://consult.nationaltransport.ie/en/field-collection/field-comments/948	I strongly object to the removal of our parking spaces - as things stand right now it's a struggle to get parking, removal of ANY parking spaces will make life extremely difficult for the residents of our community, many of whom are homeowners and settled here for many years. Where are we supposed to park? How will the families that have children on our road manage to unload their weekly shop and get to their homes safely with children in tow if they have to park elsewhere? How are our elderly neighbours meant to manage if they can't park near their homes?	Please refer to the NTA response to issues 1 and 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-562	https://consult.nationaltransport.ie/en/field-collection/field-comments/948	my husband is a local business owner, and due to the lack of storage at his place of business, we regularly have to store stock at our home which is already a huge challenge to load and unload as parking is so limited.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-571	https://consult.nationaltransport.ie/en/field-collection/field-comments/967	Most people who moved into the area in recent years bought their houses with the understanding that on street parking was available and house prices reflected that assessment. Removal of significant numbers of spaces will severely impact property values and risks some people falling into negative equity.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-571	https://consult.nationaltransport.ie/en/field-collection/field-comments/967	The proposed bus corridor that will include the Ballyhooley Road section from Dillon's Cross to St Luke's would remove essential parking, increase traffic speed, and create a barrier between the two sides of the road impacting children crossing for school and dividing the community that we value so highly in our area.	Please refer to the NTA response to issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	There are many elderly residents in the area who will be greatly inconvenienced by not being able to have tradesmen, deliveries (groceries, chemist etc) delivered directly to their door or avail of community lift groups, many of which rely on volunteers being able to park nearby or outside their homes. As it stands, parking availability is already under severe additional pressure at school drop off times, when the local pubs host events (such as on match days) and anytime the Church has a funeral, wedding or other church function. So, given all the above, where do you envisage these cars being displaced to given the already tight parking pressures on adjacent streets?	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of parking	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	when the banks start repossessing potentially unsaleable properties (due to their devaluation on foot of losing valuable parking amenity)	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-597	https://consult.nationaltransport.ie/en/field-collection/field-comments/998	The removal of parking on the Ballyhooley Road, Old Youghal Road, Gardiners Hill, Wellington Road and Summerhill North is devesting to the local communities. These parking spaces are being removed with no gain to the people in these areas. Parking on the areas effected is being reduced by 71% without and alternatives.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	Businesses require on street spaces for deliveries and removals as well as business visitor and employee parking.	Please refer to the NTA Response to Issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-1997	https://consult.nationaltransport.ie/en/field-collection/field-comments/2889	<p>We are an existing operating business on Wellington Road, with ongoing daily requirements for clients, customers & suppliers to visit our premises – to attend meetings with us, deliver documents, drawings & supplies. Our staff equally need access to their own transport to attend meetings on sites a considerable distance from our premises. Removal of the available parking close to our premises is likely to make our continued operation in the area unviable – with consequent loss of activity to the local area.</p> <p>The night-time economy of the recently created Victorian Quarter (around Wellington Road & McCurtain St.) is dependent on the convenient availability of nearby parking areas. This will also be seriously compromised by the elimination of parking on Wellington Road. Wellington Road serves as the parking zone for patrons of the theatre & many bars, restaurants, hotels & shops that are currently thriving on the recently rejuvenated & remarketed McCurtain St/Victorian Quarter.</p>	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	The nature of our business requires us to visit building sites in various parts of the city, county and province. The use of a car is essential for site visits outside the city centre.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2067	https://consult.nationaltransport.ie/en/field-collection/field-comments/2983	Gabriel House receives a large number of deliveries each week each of which currently use the on street parking to pull in and unload.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2067	https://consult.nationaltransport.ie/en/field-collection/field-comments/2983	<p>The proposed scheme will result in the removal of a significant number of on street car parking spaces in the vicinity of the business.</p> <p>These parking spaces are vital for the operation of the guesthouse as the private car park is too small to cater for the needs of the business.</p>	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2308	https://consult.nationaltransport.ie/en/field-collection/field-comments/3614	The removal of car parking will affect businesses in the area such as the St Lukes Cross area.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to the removal of set down area in St Lukes - this is necessary as it allows delivery to the businesses in the area	Please refer to the NTA Response to Issue 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking	NTA-C9-2856	https://consult.nationaltransport.ie/en/field-collection/field-comments/4167	<p>Irish Precision Optics - We are appalled by the proposals to terminate all vehicle parking, temporary stopping, loading/unloading and analogous vehicle activities on Summerhill North in favour of a bus lane that are contained in the plan.</p> <p>Two or three times per working day, we receive deliveries of equipment, consumables and supplies and we ship product. Delivery and shipment of same takes from minutes up to an hour deliveries and collections will block the proposed bus lane causing traffic dislocation and opening up our suppliers and shippers, most unfairly, to action by the gardai and/or traffic wardens.</p> <p>we have, daily, customers, suppliers, staff, contractors, etc. arriving on Summerhill North to do business with us all of whom rely on the current disc parking system to enable them to spend 2 hours with us within the parking regulations.</p> <p>Lumos Solutions Ltd - Without the ability to park and use vehicles on Summerhill North our own business would be compelled to quit and relocate for the reasons given by IPO</p> <p>This would involve irrecoverable capital expenses for new services, laboratories, facilities, etc. of at least €200,000 and greatly increased rental, services, travel, etc. costs that would heavily impact the company. These are people's jobs at serious risk for a bus lane</p>	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking Alternative Options Pedestrian Infrastructure Increased Noise and Air pollution Bus Network	NTA-C9-2215	https://consult.nationaltransport.ie/en/field-collection/field-comments/3179	<p>There is a clear lack of alternative proposals to address ways to improve public transportation for the proposed route.</p> <p>It would appear that the majority of traffic delays on the local road network is caused by traffic from outside of the immediate area travelling to the city and the schools on Wellington Road and St Patrick's Hill.</p> <p>Proposals should consider alternative ways to improve traffic flows on Summerhill North and Ballyhooly Road by reducing the traffic volumes from Mayfield, Ballyvolane and Glamire.</p> <p>Traffic from the wider area should be encouraged to utilize alternative routes such as Dunkettle, Tivoli and the Lower Glanmire Road (N8) all of which would be better suited to higher volumes of traffic (at speeds envisaged) from existing and planned development in the wider Cork Metropolitan Area.</p> <p>Proposals should consider the potential for "non-return" bus routes i.e., prevent buses serving the Cork Metropolitan Area (Banduff, Glanmire etc.) from returning to the city via Summerhill North and Ballyhooly Road. Instead, all such buses should be redirected to return to the city via Dunkettle, Tivoli and the Lower Glanmire Road (N8) for reasons outlined above.</p> <p>Reduce the size of proposed buses – In historic European cities such as Florence it is not uncommon to see much smaller buses deftly negotiate the city's narrow streets. It is clearly not necessary for all buses travelling on Summerhill North and Ballyhooly Road to be large double decker buses.</p> <p>Measures to improve life in the area should also be considered, these may include:</p> <p>It is essential for the quality of the environment that measures to reduce speed on the Ballyhooly Road be implemented. The proposed removal parallel parking will result in higher speeds, and it is vitally important for us residents that this does not happen.</p> <p>Additional pedestrian crossings on the Ballyhooly Road and at the 4-way unsignalized junction at St. Luke's cross – the site of a high number of vehicle impacts are essential; crossing the roads at St. Luke's can be dangerous for pedestrians especially for young children and the elderly.</p> <p>It is particularly so in the mornings when high numbers of local children are walking to school while there are high numbers of cars travelling in all four directions, low light / wet winter conditions and poor driving exacerbate the danger.</p> <p>Electric Vehicle Charging – Infrastructure should be put in place to allow homeowners on Ballyhooly Road who do</p>	Please refer to the NTA Response to Issues 6, 8, 12, 13 and 14.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Alternative Options Potential Land Acquisition	NTA-C9-2975	https://consult.nationaltransport.ie/en/field-collection/field-comments/4287	<p>As an alternative to parking to be removed on Wellington Road, a dedicated resident parking could be provided on Military Hill.</p> <p>In addition, parking on Military Hill, a relatively wide road, is currently only permitted on the right as you go up. Permitting some parking on the left would add further additional spaces for the public if needed.</p> <p>Or alternatively, restricting parking on the right to be slanted vertically would further maximise existing parking spaces. Parking is currently horizontal to the road.</p> <p>Given the length of Military Hill there are in fact not that many houses that border it as the hotel, Griffith College and church take up a good proportion of it. Much of the parking on the hill is quite transient, which people use for its proximity to the city.</p> <p>Hopefully this would then open up the possibility to not remove the walls at Beechmount and Alexandra Place.</p>	Please refer to the NTA Response to Issues 6, 8 and 16.
STC B - Mayfield to City	Loss of Parking Bus Network	NTA-C9-1635	https://consult.nationaltransport.ie/en/field-collection/field-comments/2415	<p>A fleet of narrower, zero-emission buses would be a highly desirable solution.</p> <p>Relocating the bus stop in St Luke's and removing the Set Down area on Ballyhooly road.</p> <p>The bus stop works very well in its current position. It is within comfortable walking distance for elderly people to the essential services provided by the businesses in St. Luke's.</p> <p>The Set Down works equally well. It is necessary to allow deliveries to the businesses in St Lukes. Removing it will cause even more traffic congestion. Enforcement of existing parking restrictions in St. Luke's would better serve the area.</p>	Please refer to the NTA Response to Issues 6 and 14.
STC B - Mayfield to City	Loss of Parking Character and Heritage	NTA-C9-1267	https://consult.nationaltransport.ie/en/field-collection/field-comments/1916	<p>Objection to the removal of approximately 95% of the parking spaces along Summerhill North without provision of alternatives. Summerhill North is an Architectural Conservation Area, with historic houses, these homes do not have the option of off-street parking</p>	Please refer to the NTA Response to Issues 6 and 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Character and Heritage	NTA-C9-1668	https://consult.nationaltransport.ie/en/field-collection/field-comments/2458	As a resident of Summerhill all my life I cannot comprehend where a national authority would think it OK to remove 65 parking spaces of 1 street and leave it with just 3. As the area is bounded by 2 Area's of Special Conservation and the topography of the street is such that off street parking is NOT an option. By removing the on street parking on Summerhill you will drive the residents out of the area, and by doing so the loss of value in our properties , who will compensate us for that. I do understand that public transport is important for a city but don't carve up a residential area, use the roads that are built to be able to take larger vehicles.	Please refer to the NTA Response to Issues 6 and 10.
STC B - Mayfield to City	Loss of Parking Character and Heritage	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	There are many residents who rely heavily on their cars, including older people and those who have to commute to work or school. If spaces are removed, it may encourage residents to knock old walls that enrich the architectural fabric of the environment in order to create spaces in their front gardens.	Please refer to the NTA Response to Issues 6 and 10.
STC B - Mayfield to City	Loss of Parking Character and Heritage	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/2849	The removal of over 90% of residential parking spaces along Summerhill North with no proposed alternative will decimate our community. As an Architectural Conservation Area, the vast majority of the period homes do not have the option of off-street parking.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Character and Heritage	NTA-C9-2248	https://consult.nationaltransport.ie/en/field-collection/field-comments/3239	The purpose of BusConnects is to minimise car journeys into the city and it is unfair to expect residents to be penalised by loosing parking spaces to facilitate this. I am very concerned that the proposed removal of the parking spaces along Wellington Road will sterilise our community. Wellington Road is an Architectural Conservation Area, with the houses dating from the 1830s.	Please refer to the NTA Response to Issues 6 and 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of parking Community	NTA-C9-699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1126	Parking in this area is already contentious for its many homeowners and residents. As it stands the people in the community are already reluctant to move their cars past a certain time in the evening for fear of losing a space which they can easily access near their house. Walking a distance to and from one's car is simply not an option for many due to safety. In short the community is barely managing as it is.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	I am very concerned that the proposed removal of approximately 95% of the parking spaces along Summerhill North will sterilise our community. The vast majority of these historic houses do not have the option of off-street parking and the removal of residents' access to a car will result in this sensitive historic area turning into a ghetto, where no families with children, the elderly or disabled can live.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	Loss of parking on summerhill north make it a place where no disabled can live.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-750	https://consult.nationaltransport.ie/en/field-collection/field-comments/1196	Elderly people will not have parking options	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-806	https://consult.nationaltransport.ie/en/field-collection/field-comments/1271	The removal of a high proportion of the limited parking spaces in the church grounds, including disabled parking bays, would limit people's ability to attend church	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-838	https://consult.nationaltransport.ie/en/field-collection/field-comments/1318	The proposals to severely reduce the number of car parking spaces available will negatively impact lives of residents as parking is already challenging for residents at present.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-980	https://consult.nationaltransport.ie/en/field-collection/field-comments/1518	Changing parking from one side of the road to the other cannot reduce the amount of cars going through Old Youghal Road and Ballyhooly Road and it is sheer volume of traffic that is causing slow bus journey times	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Objection to the removal of all but 3 parking spaces along Summerhill North. The removal of parking will make it harder for family and friends to visit	Please refer to the NTA response to issues 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	If parking spaces are removed it will be difficult for local businesses to survive and patients to attend GPs .	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1469	https://consult.nationaltransport.ie/en/field-collection/field-comments/2198	Reduction or elimination of car parking on Summer Hill / Wellington Rd. This will cause additional pressure on residential carparking in the Gardiners Hill area. And be a major cause of anxiety to residents.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	Without on-street parking many families will leave this area as it will no longer be feasible to manage family life. This will result in the degeneration of the area and will go against all the city development work to improve the old buildings of the city by encouraging individuals to buy and develop as family homes, such as the Living City initiative.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1525	https://consult.nationaltransport.ie/en/field-collection/field-comments/2266	<p>Elderly will not be able to receive visits for medical purposes. Elderly will not be able to have family and friends visit them. Elderly will become isolated. People with disabilities will not be able to have medical visits at their homes. People with disabilities will not be able to have family and friends visit. People with disabilities will be isolated. Parents of children will not be able to have playdates with children from outside the area at their home. Parents of children will not have nearby access to their cars for South doc visits during the night. Parents will not have nearby access to their cars for visits to a and e during the night. People will be afraid to move their cars for fear of losing their space. People will become anxious in their own homes Relationships with neighbours will be negatively impacted over use of spaces. Parking in this area is already contentious and making it more so is unconscionable.</p>	Please refer to the NTA response to issues 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	Removing the on-street parking will make living in this area impossible for many residents, especially the aged, those with young families and the infirm. These houses are built into hills and in many cases do not have rear entrances or indeed, any access from the rear.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	The resulting social division.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1565	https://consult.nationaltransport.ie/en/field-collection/field-comments/2312	Another member of our household requires a car to journey to work as this route is not currently and will not be serviced by bus. In addition to that, we require a car for family life and in turn need a parking space in the proximity of our home. We currently rely on on-street parking. The total removal of all parking on Gardiners Hill for residents is unworkable for an entire community. The idea seems to contradict other policies such as the living city initiative which aims to encourage individuals and families to live in the city. Removing all parking is impractical and does not give due consideration to the community.	Please refer to the NTA Response to Issue 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1575	https://consult.nationaltransport.ie/en/field-collection/field-comments/2327	I would like to highlight a major concern regarding the removal of parking on the Ballyhooley road due to the new proposed bus connects route. It is not realistic to expect those living on the ballyhooley Rd to simply not have cars or accessible parking. Those with young families would find living in the area very difficult with the removal of parking due to limited parking and distance between alternative parking options and their homes and the amount of gear to lug around that comes with having a young family.	Please refer to the NTA Response to Issue 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The removal of the proposed number of parking spaces in St Lukes will make it virtually impossible for families and people who need cars to stay living in the area,	Please refer to the NTA response to issues 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	<p>Opposed to removal of parking on Ballyhooly Road, Old Youghal Road and Wellington Road. People rely on their cars for work, school, social reasons, health reasons, shopping to name but a few, and removing parking spaces, which are already highly sought after, will place excessive demand on any remaining parking spaces in the surrounding areas.</p> <p>Opposed to the removal of the Set Down area on Ballyhooly road across from the post office. This Set Down area is necessary to allow deliveries to the businesses in St Lukes. Removing this will cause even more traffic congestion</p> <p>Parking space size should be checked on Wellington road to see if more spaces can be installed on the right hand side.</p>	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	<p>With the proposed reduction of parking spaces circa 60% , this will impact on parents with young families who have to park near their homes , on older residents who have care workers attending them on a daily basis , palliative care nurses providing home visitation, and residents with existing disabled parking spaces</p>	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	<p>Significant numbers of car parking spaces are to be removed under the proposed changes: although the document specifies this to be 159, estimates by residents of the actual number is 250 or more, variously along Summerhill, Ballyhooly Rd Wellington Rd, and Gardiners Hill.</p> <p>This will cause very significant inconvenience to affected residents, effectively making it extremely difficult to own and use a car and will place great pressure on remaining parking spaces which will be insufficient for demand.</p>	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	<p>The removal of parking in St Lukes in this historic and densely populated area with its daily congregation of hundreds of children is difficult to comprehend.</p>	Please refer to the NTA response to issues 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1798	https://consult.nationaltransport.ie/en/field-collection/field-comments/2627	I would like to object to the proposed removal of up to 40 parking spaces on Ballyhooly Road/ Summerhill. this will have a detrimental effect on families with young kids and the elderly in the area.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Parking provisions for Wellington Road in Bus Connects are proposed to be reduced to seriously underestimated numbers. Some of the most successful neighbourhoods in our towns and cities manage to efficiently accommodate relatively high levels of parking on the street. On street parking increases both the security of the vehicles and the safety and security of people walking between their cars and homes. residents would require compensation in the form of improved landscape and services including designated parking services on street or remotely provided in a mixed approach.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-1849	https://consult.nationaltransport.ie/en/field-collection/field-comments/2697	We have elderly clients who need to park outside due to disabilities etc on Colmcille Avenue	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1900	https://consult.nationaltransport.ie/en/field-collection/field-comments/2764	I am very concerned that the proposed removal of approximately 95% of the parking spaces along Summerhill North will sterilise our community. The vast majority of these historic houses do not have the option of off-street parking and the removal of residents' access to a car will result in this sensitive historic area turning into a ghetto, where no families with children, the elderly or disabled can live.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-1909	https://consult.nationaltransport.ie/en/field-collection/field-comments/2774	I am very concerned that the proposed removal of approximately 95% of the parking spaces along Summerhill North will sterilise our community. The vast majority of these historic houses do not have the option of off-street parking and the removal of residents' access to a car will result in this sensitive historic area turning into a ghetto, where no families with children, the elderly or disabled can live.	Please refer to the NTA response to issues 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	The proposed road scheme on Ballyhooly Road will result in the removal of an excessive level of on street parking, resulting in an undesirable and "unliveable" neighbourhood.	Please refer to the NTA response to issues 6 and 9.
STC B - Mayfield to City	Loss of Parking Community	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	Removal of these parking spaces and no alternative provided may make it extremely difficult for residence to remain in the area if they need to have a car for work or for family.	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community	NTA-C9-522	https://consult.nationaltransport.ie/en/field-collection/field-comments/901	I'm astound that I have to come on here to fight to keep my parking in my area and fuming that you have so little respect for me and my neighbours to block them from parking outside their homes to facilitate people a few miles away to get into town 4 minutes earlier. You want to open up the road for speed and make my area into a corridor not a neighborhood I will not compromise my car spaces and I can't believe I've to come on here to fight my case	Please refer to the NTA Response to Issues 6 and 9.
STC B - Mayfield to City	Loss of parking Community Impact on property value	NTA-C9-1999	https://consult.nationaltransport.ie/en/field-collection/field-comments/2890	While the notion of a quick bus corridor into the city makes sense in normal circumstances it is important to observe the rights of each individual on Ballyhooly Rd. As i leave work in Mahon this evening it is highly unlikely I will get a parking spot anywhere close to my house on Mountview Tce. I work in Mahon and need a car to get to work on time daily. Adding extra buses to an already over subscribed road will not improve the quality of my life and is likely to reduce the value of my house immensely. I run Airbnb occasionally from my house and am proud of the connection I facilitate between my visitors and the city. Visitors, especially off season visitors are crucial to the success of the hospitality sector in Cork.	Please refer to the NTA response to issues 6, 9 and 15.
STC B - Mayfield to City	Loss of Parking Community Schools in the	NTA-C9-861	https://consult.nationaltransport.ie/en/field-collection/field-comments/1345	Will there be a set down area for children going to school on Gardiners Hill?	Please refer to the NTA response to issues 6, 9 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Increased Noise and Air Pollution	NTA-C9-1501	https://consult.nationaltransport.ie/en/field-collection/field-comments/2236	The residents of these roads are punished not only by noise and pollution from traffic but will also be stripped of the little parking spaces to park their cars?	Please refer to the NTA Response to Issues 6 and 13.
STC B - Mayfield to City	Loss of Parking Increased Noise and Air Pollution	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	The removal of over 50% of on street parking will have an impact on traffic as people park vehicles on the footpaths and partially block the traffic lanes. The resulting traffic congestion leads to increased carbon emissions, human health issues due to increased toxic fumes, poor health due to increased noise levels, and poor air quality.	Please refer to the NTA Response to Issues 6 and 13.
STC B - Mayfield to City	Loss of Parking Need for sustainable transport corridor	NTA-C9-2021	https://consult.nationaltransport.ie/en/field-collection/field-comments/2920	You are taking away parking for elderly people parking up to small businesses e.g doctors chemists hairdressers etc, you are taking cars away from non busy roads which are so vital for day to day life. Not having access to these main roads in mayfield is very inconvenient and will cause more bad than good. There is no hassle with traffic in the mayfield area bar down by the credit Union and from Doolans cow to SuperValu is usually fine and does not cause problems. Taking away parking from citizens in the area is not good for the area espieccally when we don't have a good transport system in place.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Loss of Parking Need for Sustainable Transport Corridor	NTA-C9-865	https://consult.nationaltransport.ie/en/field-collection/field-comments/1349	signalisation should not take place as this will lead to traffic standing with engines on at the cross thus necessitating a bus lane which we are told will mean the removal of parking from residents some elderly and some with young families with no suitable alternative.	Please refer to the NTA Response to Issues 4 and 6.
STC B - Mayfield to City	Loss of Parking Pedestrian Infrastructure Schools in the	NTA-C9-1906	https://consult.nationaltransport.ie/en/field-collection/field-comments/2770	We would propose a readjustment of the parking, widening footpaths, allowance for a drop off zone, a coach parking space and the provision of two raised pedestrian crossings in this area.	Please refer to the NTA Response to Issues 6, 12 and 18.
STC B - Mayfield to City	Loss of Parking Potential Land Acquisition	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	the proposals of taking peoples parking spaces and garden areas is another matter open for discussion.	Please refer to the NTA response to issues 6 and 16.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Potential Land Acquisition	NTA-C9-2268	https://consult.nationaltransport.ie/en/field-collection/field-comments/3264	The idea that moving & removing parking to the other side of the road and putting in cycle lanes, along with CPO's of gardens to facilitate better traffic flow is ludicrous.	Please refer to the NTA Response to Issues 6 and 16.
STC B - Mayfield to City	Loss of Parking Potential Land Acquisition	NTA-C9-2286	https://consult.nationaltransport.ie/en/field-collection/field-comments/3288	The bus corridor north along Summerhill North (and out of the city) is prioritised over on-street car parking for the residents of Summerhill North. Houses along Summerhill North are dual aspect with the rear of the properties accessed from Wellington Road. Both Summerhill North and Wellington Road are proposed to lose the majority of on-street parking. Nearly all on street car parking spaces are removed from along Summerhill North and Wellington Road, in a residential area where most houses do not have off street parking. The boundary walls along Summerhill North and Wellington Road form part of the character of the Wellington Road / St. Luke's Architectural Conservation Area (ACA) and it is unlikely planning permission would ever be granted for off street carparking which would affect the existing stone walls and railings. The removal of on street car parking affects the accessibility for all of existing houses and the established residential area. The proposed cycle and road layouts do not take into consideration the existing village layout and removes nearly all carparking / loading areas, which benefit the local shops and services.	Please refer to the NTA Response to Issues 6 and 16.

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Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Road User Safety	NTA-C9-300	https://consult.nationaltransport.ie/en/field-collection/field-comments/632	<p>The shared city bound lane on Summerhill North (which will replace current car parking spaces in proposed plan) will result in traffic being too close in proximity to residential doorways, gates and private access points, leading to a significant safety hazard for residents. The segment between St Luke's Ave and Empress Villas where exiting Clarence Court, Clarence Terrace, Gabriel house and Clifton terrace by car will be extremely hazardous due to the proximity of the shared bus and car lane.</p> <p>The loss of parking spaces will have a detrimental effect on those living in the area, particularly those who have disabilities, need visits from carers, the elderly and those living alone who rely on interaction with friends, family and other community members for their physical and mental wellbeing. This is a very old part of Cork City where residents still have strong ties to the area. This needs to be acknowledged, accommodated for and be of utmost priority in any development plans for our area.</p>	Please refer to the NTA Response to Issues 1 and 6.
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-875	https://consult.nationaltransport.ie/en/field-collection/field-comments/1361	<p>Object to the considerable reduction in the number of on-street parking spaces all along the Ballyhooly road, from St. Luke's cross to Dillon's cross. Parking is currently the only negative aspect of where we live. There will not be enough spaces for parents to drop and collect children from school.</p>	Please refer to the NTA Response to Issues 6 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of parking Schools in the area	NTA-C9-946	https://consult.nationaltransport.ie/en/field-collection/field-comments/1464	Cycle tracks on both sides of Wellington Road will remove existing car parking and the temporary waiting of vehicles and schoolbuses near Griffith College. Around this area there are elderly residents who receive their groceries from delivery vans. An Post delivers mail from an electric vehicle that stops periodically along the road. A number of houses have been subdivided into apartments and maintenance vehicles are regularly present. All vehicles mentioned will have to stop on a cycle track. The few residents with garages will have to constantly enter and exit as they require to use their vehicles, adding to the loss of Resident Permit fees to the City Council.	Please refer to the NTA Response to Issue 6 and 18.
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-947	https://consult.nationaltransport.ie/en/field-collection/field-comments/1466	The absence of set down areas near the campus entrances at the Ballyhooly Road is concerning. There are 4 special classes on the campus with plans to open more. Many of these children are dropped to school by taxi, mini-bus or car in the set down areas on the Ballyhooly road and at the Gardiner's Hill entrance and met by SNAs. The absence of set down areas means these children cannot be dropped to school safely.	Please refer to the NTA response to issues 6 and 18.
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-958	https://consult.nationaltransport.ie/en/field-collection/field-comments/1483	There will be a lack of set down areas for the four St Patrick's Campus schools	Please refer to the NTA response to issues 6 and 18.
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-1127	https://consult.nationaltransport.ie/en/field-collection/field-comments/1729	Removal of parking will impact on the elderly population of the area One of the schools also has children with special needs attending. They have to get to school by car or taxi Young children cannot take a bus alone	Please refer to the NTA response to issues 6 and 18.
STC B - Mayfield to City	Loss of parking Schools in the area	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	Removal of almost all on-street parking on Summerhill North, and greatly reduced on-street parking on Wellington Road would render life very difficult for the residents. St. Luke's National School, situated just off Summerhill North, would also be adversely affected by the removal of on-street parking on Summerhill North.	Please refer to the NTA Response to Issues 6 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-1710	https://consult.nationaltransport.ie/en/field-collection/field-comments/2511	Currently parents park in the locality and can walk their kids to school in Gardiners Hill Removing this parking will make it extremely dangerous to drop your child to school. And cause major congestion in the areas where you can park. (eg. Kellihers buildings) The quality of life for lots of older people living in these areas will be severely affected.	Please refer to the NTA Response to Issues 6 and 18.
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-1978	https://consult.nationaltransport.ie/en/field-collection/field-comments/2864	Aside from the places of work, the majority of buildings on Wellington Road are domestic, either rented or owner occupied, and do not have off-street parking. the proposed works will result in the removal of ~ 159 on-street parking spaces along the route there are 4 schools on Sidney Hill, 3 schools on St. Patrick's Hill and a 3rd Level Institution beside Military Hill. As it stands, traffic is chaotic at drop-off and pick-up times. The proposed works will eliminate the parking spaces	Please refer to the NTA Response to Issues 6 and 18.
STC B - Mayfield to City	Loss of Parking Schools in the area	NTA-C9-2249	https://consult.nationaltransport.ie/en/field-collection/field-comments/3241	The BusConnects proposals does nothing to address the particular issues with School traffic and indeed the proposals for the virtual elimination of parking on Wellington Road, will only serve to exacerbate the particular difficulties with School traffic in that particular area.	Please refer to the NTA Response to Issues 6 and 18.
STC B - Mayfield to City	Loss of Parking Technical Surveys / Data	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1755	Concern over the impact on businesses analysis being carried out	Please refer to the NTA Response to Issues 6 and 17.
STC B - Mayfield to City	Loss of Parking Technical Surveys / Data	NTA-C9-1304	https://consult.nationaltransport.ie/en/field-collection/field-comments/1978	Has the NTA done an impact assessment on the affects of the removal of parking?	Please refer to the NTA Response to Issues 6 and 17.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1126	This road already has two bus routes which move through it very successfully, every single day, at intervals of every 10mins.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for Sustainable Transport Corridor	NTA-C9-753	https://consult.nationaltransport.ie/en/field-collection/field-comments/1199	Suggest bus corridor heading towards Mayfield is not necessary, alongside questioning the need for two bus lanes	Please refer to the NTA Response to Issue 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	The road is simply not wide enough. In places the proposed map shows a separate dedicated bus lane from the city to St Lukes. This is not required. There are never traffic issues going up Summerhill North, even at peak times. Traffic issues on Summerhill North only occur going into the city from St Lukes.	Please refer to the NTA response to issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	Summerhill North is not wide enough to install a bus lane.	Please refer to the NTA Response to Issue 3 and 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	I am opposed to the proposal to introduce traffic lights at the main crossroads and to remove the left filter that operates from the Middle Glanmire Road turning left down Summerhill. Traffic lights are not required and the existing practice of giving way to other drivers has work efficiently to date.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1056	https://consult.nationaltransport.ie/en/field-collection/field-comments/1625	The existing traffic on Summerhill North is restricted between 7.30 to 9.45 and again in the evening between 4.30 and 6.30 . Locals contribute very little to this traffic.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	With the exception of the rush hour traffic, the traffic flows very well	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport	NTA-C9-1143	https://consult.nationaltransport.ie/en/field-collection/field-comments/1751	This area is perfectly served by the current 208 bus route	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Objection to the proposed dedicated bus lane on Summerhill North	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Objection to the proposed bus lane on Summerhill North due to the current width of the road being too narrow	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1267	https://consult.nationaltransport.ie/en/field-collection/field-comments/1916	The proposed introduction of a north-bound, dedicated bus lane along the majority of Summerhill North (in addition to the existing 2 lanes of traffic) is unnecessary.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport	NTA-C9-1295	https://consult.nationaltransport.ie/en/field-collection/field-comments/1960	Buses are not currently held up in traffic congestion on Gardiners Hill / Ballyhooley road	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1967	The removal of the high wall along Alexandra Place will involve large scale engineering works with very minimal gains given this stretch is already naturally a low-speed area for cyclists as motorists slow down on approach to St. Luke's. Under current plans the bottle-neck will still remain at St. Luke's Cross.	Please refer to the NTA Response to Issue 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Concern regarding the extent to which infrastructure and residents are being affected for such a low proportion of road users.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	The current approach of acting courteously to other drivers to facilitate crossing seems to work well.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	The bus gates may be a good suggestion for some areas but in this particular instance, I do not think so as No. 208 travels well enough during the day and especially at night once the peak time is gone and most of the traffic delay is not caused within Mayfield but more as a congestion backing up from McCurtain St, Summerhill and the City itself	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2258	A bus lane going up Summerhill north out to Mayfield is not required with the level of traffic that normally goes up the hill. The traffic problem on Summerhill North is in the direction of the City.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1609	https://consult.nationaltransport.ie/en/field-collection/field-comments/2380	I object to the proposal for the route from Mayfield.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	In Summerhill North, for most of the day, buses travel freely up and down the road. Delays to inbound buses occur largely during the morning rush hour, during the school term times only.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	The addition of a bus lane to the existing two lanes on Summerhill North would create more problems than it would solve	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	The proposals for the 'Emerging Preferred Route' Mayfield to City seem most unlikely to deal with the fundamental issue of reducing traffic travelling into the city	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1690	https://consult.nationaltransport.ie/en/field-collection/field-comments/2488	The short bus lane at the bottom of Summerhill North where there is already congestion will only marginally improve bus travel times and may make the existing back-up of traffic at peak time worse	Please refer to the NTA Response to Issue 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Opposed to installing a bus corridor on Summerhill north. The road is simply not wide enough. In places the proposed map shows a separate dedicated bus lane from the city to St Lukes. This is not required. There are never traffic issues going up Summerhill North, even at peak times. Traffic issues on Summerhill North only occur going into the city from St Lukes.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1715	https://consult.nationaltransport.ie/en/field-collection/field-comments/2517	A further omitted key fact is the extent to which journey times would be reduced by the bus priority signal controls at Summer Hill, St. Luke's Cross and at Dillons Cross without implementing draconian measures such as those in relation to parking, bus gates, one way systems and excessive cycle ways. In themselves the priority signalling arrangements would also make large contributions to reducing bus journey times. If the two bus gates proposed for Route B were instead replaced by bus priority signal controls or other measures, there would be far less disruption and still be significant reduction in bus journey times due to this alone.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport	NTA-C9-1908	https://consult.nationaltransport.ie/en/field-collection/field-comments/2772	Mayfield area is already overloaded with heavy traffic and "Ring" Road splitting the parish.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1953	https://consult.nationaltransport.ie/en/field-collection/field-comments/2835	I take issue with the proposed introduction of a dedicated bus lane along the majority of Summerhill North, in addition to the existing 2 lanes of traffic.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable	NTA-C9-2053	https://consult.nationaltransport.ie/en/field-collection/field-comments/2964	Do not approve of the Mayfield to Cork city route	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	The provision of an outbound bus lane is a waste of the road space as currently the outbound bus lane experiences no delay along this section of the route. Has this bus lane been modelled or proven to be of benefit?	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	There is a concern that the proposed scheme may worsen traffic in an area where currently the traffic and buses move freely	Please refer to the NTA Response to Issue 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2155	https://consult.nationaltransport.ie/en/field-collection/field-comments/3097	I strongly object to the mayfield to city bus corridor. I need my car to get to work across the other side of the city. This makes absolutel no sense.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2249	https://consult.nationaltransport.ie/en/field-collection/field-comments/3241	Traffic congestion exists in the St Luke's areas and beyond for approx. 1 to 1.5 hours in the morning and approx. 1 hour in the evening. The so called "Solution" being proposed will impact on residents for 24 hours a day.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	It is clear that the existing road width on Summerhill North cannot support three lanes of traffic as all widths are significantly lower than the minimum standards set out by DMURS. The bus lane widths are barely minimal at 3m and therefore the buses will be forced hard up against the narrow footpath.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2306	https://consult.nationaltransport.ie/en/field-collection/field-comments/3612	All this work and upheave to peoples houses for what are empty buses passing my house everyday	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to installing a bus corridor in Summerhill North I do not see the need for this change in road use Most of the congestionm comes from traffic going down Summerhil	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-2647	https://consult.nationaltransport.ie/en/field-collection/field-comments/3957	Cycle lanes only cause less lanes for vehicular traffic and cause more jams The lane from the bus station to Summerhill North crosses the main Cork -Dublin Road thereby creating a very dangerous corner and snarling traffic back uo McCurtain Street and beyond	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for Sustainable	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	Page 39 - No need for signal-controlled priority	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-334	https://consult.nationaltransport.ie/en/field-collection/field-comments/684	At present there is nothing stopping cyclists using this route. However I have monitored the No of cyclists and there are very few .The main reason for this is that these are some of the steepest hills going to Town	Please refer to the NTA Response to Issue 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-339	https://consult.nationaltransport.ie/en/field-collection/field-comments/690	I have several issues with the proposed traffic alterations to facilitate the bus lanes on Old Youghal Road My number one concern is the description of Gardiners Hill as a quiet way for cyclists to mix with local traffic. There are two large schools on this hill and the vicinity of these schools is traffic chaos between 8.30 and 9am and again at 1pm and 2.30pm for the small kids getting out of the national school	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-474	https://consult.nationaltransport.ie/en/field-collection/field-comments/846	I don't appreciate your plans for bus connect momentarily there is lots of public parking, schools, local businesses and residential areas whom are currently trying to manage parkings as is.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	This brings into question who you intend serving with your growth projections for these 'improved' bus corridors, given that many retail outlets are relocating to out of town premises or online (especially post pandemic).	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for Sustainable Transport Corridor	NTA-C9-1011	https://consult.nationaltransport.ie/en/field-collection/field-comments/1556	Have any estimates been undertaken as to how many people are likely to use the cycle route? given the huge inconvenience been forced on residents.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1981	https://consult.nationaltransport.ie/en/field-collection/field-comments/2870	Bus route is only one way and parking is only on one side of the road. Opposite side of the road on which bus travels	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor Access to properties	NTA-C9-2305	https://consult.nationaltransport.ie/en/field-collection/field-comments/3611	I wish to highlight my reservations concerning this proposed bus route up Church Hill. As a resident we are experiencing severe difficulties entering and leaving our homes. Church Hill is too narrow and too steep for large double decker buses. New bus lanes will add to traffic volumes and slow down traffic leading to more not less gridlock. There are many residential homes on this hill that will be negatively impacted.	Please refer to the NTA Response to Issues 2 and 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for Sustainable Transport Corridor Character and Heritage	NTA-C9-1576	https://consult.nationaltransport.ie/en/field-collection/field-comments/2330	We are concerned that the reconfiguration of the road will not afford support to an area of historic and architectural importance in which families live and where a sense of community has developed and deepened over the past 30 years. The reconfiguration of the road is unnecessary and undesirable. This is not in conformity with the current Development Plan for the city and not consistent with current and accepted view among developers and planners that people should be encouraged to return to the city, to occupy the beautiful existing buildings in the city, and restore and keep restored this important architectural and historical part of the city.	Please refer to the NTA response to issues 4 and 10.
STC B - Mayfield to City	Need for Sustainable Transport Corridor Character and Heritage	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	This area is a heritage gem and the NTA proposals will create street clutter and cause traffic jams. The CPO and demolition of the large stone wall at the top of Wellington Road/St Lukes cross. Again removal of the heritage of our area for very little gain.	Please refer to the NTA response to issues 4 and 10.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	The placement of lights at St. Lukes is illogical and will not benefit the flow of traffic. The traders will be decimated	Please refer to the NTA Response to Issues 3 and 6.
STC B - Mayfield to City	Need for sustainable transport corridor community	NTA-C9-300	https://consult.nationaltransport.ie/en/field-collection/field-comments/632	Segments of Summerhill North appear to be wholly unsuitable for squeezing 3 lanes of traffic (3 metres in width each) in such a tight space and to safely cater for pedestrians and cyclists. The road will effectively be turned into a carriageway, having a detrimental effect on the area, and hollowing out the community as a place to live.	Please refer to the NTA Response to Issues 4 and 9.
STC B - Mayfield to City	Need for Sustainable Transport Corridor	NTA-C9-293	https://consult.nationaltransport.ie/en/field-collection/field-comments/621	I cannot understand why there should be a 2 way cycle lane when they persist on cycling on the footpaths.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1139	https://consult.nationaltransport.ie/en/field-collection/field-comments/1747	It makes no sense whatsoever to ruin a beautiful part of the city with a bike/bus Lane when there is adequate transportation from these areas	Please refer to the NTA Response to Issues 4 and 10.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor Loss of parking	NTA-C9-925	https://consult.nationaltransport.ie/en/field-collection/field-comments/1436	Object to the proposal as houses on the Ballyhooley Road will no longer have access to parking which is already limited and at first come first serve basis. At present the buses have no issue whilst driving to town and don't cause delays to the current traffic system which I use regularly.	Please refer to the NTA Response to Issues 4 and 6.
STC B - Mayfield to City	Need for sustainable transport corridor	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	Bus services are frequent therefore removal of parking is not required	Please refer to the NTA Response to Issues 4 and 6.
STC B - Mayfield to City	Need for Sustainable Transport Corridor Loss of Parking	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	The placement of lights at St. Lukes is illogical and will not benefit the flow of traffic. The community of St. Lukes will be devastated, if there is no 'set down' for customers.	Please refer to the NTA Response to Issues 3, 4 and 6.
STC B - Mayfield to City	Need for sustainable transport corridor Removal of trees and green spaces Community	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	This triangle is used by the local community for events throughout the year such as Christmas, Summer BBQ. Children of all ages meet here to play. There is already a severe lack of green space around St Lukes. Removing part of this green space diminishes this local amenity. A cycle track and footpath through it is unnecessary.	Please refer to the NTA response to issues 4, 5 and 9.
STC B - Mayfield to City	Need for sustainable transport corridor Removal of trees and	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2743	Leave the central green area and maybe just enhance the pedestrian crossings at the position they are in now. A cycle lane is not necessary through the green area.	Please refer to the NTA response to issues 4, 5 and 9.
STC B - Mayfield to City	Need for Sustainable Transport Corridor	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	BusConnects aims to improve bus services yet no consideration has been given to the school bus for St Luke's National School. Instead it has removed the school bus stop.	Please refer to the NTA Response to Issues 4 and 18.
STC B - Mayfield to City	Need for sustainable transport corridor Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-744	https://consult.nationaltransport.ie/en/field-collection/field-comments/1188	St.Lukes/ Dillions Cross/Gardiners Hill - The proposed traffic light system was obviously suggested by someone who is not from the area and is making an uneducated decision. There was traffic lights in the area before and caused more traffic jams/accidents etc than there is now Removal of the right hand turn from Ballyhooley Road onto Gardiners Hill - this will create bigger traffic jams and really disrupt the lives of people who actually live in the area.	Please refer to the NTA Response to Issues 3 and 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Need for sustainable transport corridor Traffic	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1574	A number of "Bus Gates" are proposed which in some situations would be inexplicably impeding traffic- for example on Old Youghal Rd at the junction with New Road.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Need for sustainable transport corridor Traffic	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	Traffic traveling from St Luke's Cross direction would add considerably to congestion while being forced to take lengthy, tortious alternative routes.	Please refer to the NTA Response to Issue 4.
STC B - Mayfield to City	Need for sustainable transport corridor Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2329	https://consult.nationaltransport.ie/en/field-collection/field-comments/3635	St Lukes I am opposed to the proposal to introduce traffic lights at the crossroads and to remove the left filter that operates from the Middle Glanmire Road turning left down Summerhill. Traffic lights are not required and the existing practice of giving way to other drivers has worked efficiently to date. Extra signage will be unsightly. Gardiner's Hill I see no logical rationale for removing a right hand turn from Ballyhooley Road to Gardiner's Hill. This will greatly increase traffic and congestion at the Dillons Cross and New Road areas. A number of bus gates are being proposed which in some instances would be inexplicably impeding traffic, for example on Youghal Road with the junction at New Road.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-702	https://consult.nationaltransport.ie/en/field-collection/field-comments/1128	Summerhill North - The proposed decrease in pavement width will result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	2 zebra crossings should be built; 1 across Gardiners Hill and 1 across New Road by McSweeney's shop.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-980	https://consult.nationaltransport.ie/en/field-collection/field-comments/1518	what will happen at St Luke's Cross with cyclists, scooters, buses, cars all vying for position. The unfortunate local pedestrians trying to navigate their way to the local shops will find it even more difficult than it currently is.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Current footpahts are narrow. Pedestrians walking in alternate directions often result in one stepping off the footpath	Please refer to the NTA Response to Issue 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Objection to the proposed reduction in footpath width	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1185	https://consult.nationaltransport.ie/en/field-collection/field-comments/1809	Widen the footpaths along O'Mahony's Avenue, particularly at the junction approaching Summerhill. Consider using barriers to segregate the footpath	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	2 zebra crossings should be built; 1 across Gardiners Hill and 1 across New Road by McSweeney's shop at the triangle on Gardiners Hill. A pedestrian crossing could still be installed on the current left slip road from Middle Glanmire Road to Summerhill North at St Lukes Cross. The railings by Summerhill North/O'Mahoney's Avenue provide insufficient protection and need to be addressed	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1267	https://consult.nationaltransport.ie/en/field-collection/field-comments/1916	The proposed decrease in pavement width will result in reducing the current significant pedestrian and cycling activity on Summerhill North	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1970	We welcome the planned pedestrian improvements to the bottom of Military Hill which will also lead to further traffic calming on that stretch and further reduce the need for a dedicated cycle path from Military Hill to St. Luke's.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	A raised platform/table would be preferable and more effective than traffic lights at the main crossroad at St Luke's. Zebra crossings as opposed to traffic lights would be less intrusive and more effective.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	The proposed pedestrian crossing just east of York Street in front of No. 6 Garfield Terrace is unclear on how it is proposed to deal with the level differences between the existing footpath to the north and the carriageway	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	I am against any reduction in the width of the footpath on Summerhill.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	A survey completed by 66 people on the ballyhooley Rd showed that 14.1% use a mobility aid, wheelchair or buggy that requires level access paths or dropped kerbs.	Please refer to the NTA Response to Issue 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	A survey completed by 66 people on the ballyhooley Rd showed that 94% welcome additional pedestrian crossings would you welcome additional pedestrian crossings on Ballyhooley Road.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2351	Gardiners hill triangle doesn't need hardstanding. There are peripheral footpaths providing access and with the limited amount of soft landscaping in the area it is more value to retain and enhance the existing softworks.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2352	There is an existing open space to the west to the ballyhooley rd which requires maintenance and pedestrian access. It is requested that the NTA consider the introduction of an uncontrolled crossing, dropped kerbs and bollards to retain, maintain and improve the access to the open space.	Please refer to the NTA response to issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1604	https://consult.nationaltransport.ie/en/field-collection/field-comments/2376	The proposed reduction of the footpath is treacherous. How is someone with a mobility scooter or a wheelchair meant to use the paths?	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	a survey completed by 66 people on the ballyhooley Rd showed that 14.1% use a mobility aid, wheelchair or buggy that requires level access paths or dropped kerbs	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	a survey completed by 66 people on the ballyhooley Rd showed that 94% welcome additional pedestrian crossings would you welcome additional pedestrian crossings on Ballyhooley Road	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1632	https://consult.nationaltransport.ie/en/field-collection/field-comments/2410	I would love to see more markings and signage to indicate pedestrian priority especially at T junctions that intersect with footpaths. A zebra crossing would be more pedestrian friendly.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	Any reduction in pavement width will make conditions for pedestrians (and cyclists who currently use the pavement) less safe.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	The proposal to add pedestrian crossings is welcome.	Please refer to the NTA Response to Issue 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	St Lukes Cross - The footpath does not need to be widened here. A pedestrian crossing could still be installed on the current left slip road. 2 zebra crossings should be built; 1 across Gardiners Hill and 1 across New Road by McSweeny's shop.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	St Luke's Cross - If pedestrian road crossing is to be introduced, zebra crossings as opposed to traffic lights would be less intrusive and more effective as traffic lights only serve to heighten car drivers sense of road right-of-way entitlement which is antisocial and increases risks.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	I am against any reduction in the width of the footpath on Summerhill. This path creates a safe walkway for pedestrians to commute in and out of town. Reducing the path will result in deterioration of the pedestrian experience.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1987	https://consult.nationaltransport.ie/en/field-collection/field-comments/2877	Change in road surface on the approach would signal pedestrian activity. We recommend recognising and reinforcing existing pedestrian paths to and from schools and shops with appropriate paving and kerbing.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Walking is the foundation of a sustainable city. The Bus Connects project must commit to this principal and ensure that all routes follow it. This means widening pavements where every possible; providing frequent pedestrian crossings; widening those pedestrian crossings; providing on-demand pedestrian crossings with longer crossing time; providing additional tree planting.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-2010	https://consult.nationaltransport.ie/en/field-collection/field-comments/2907	The proposed decrease in pavement width would result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area by making the environment less safe and attractive.	Please refer to the NTA Response to Issue 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-2067	https://consult.nationaltransport.ie/en/field-collection/field-comments/2983	Reducing footpath widths along Summerhill North to 1.25m will pose a safety risk to pedestrians, discourage active travel and is contrary to the design principals outlined in DMURS.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	The footpaths are reduced in parts to 1.25 with no buffer strip between the footpath and carriageway creating a highway like environment where the car is dominant and footpaths inadequate and potentially unsafe. Footpaths should be 2.5-3m with a buffer strip and not 1.25 - 2m wide as proposed.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Pedestrian lights are very welcome in this area There is no need to widen the footpaths	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-2647	https://consult.nationaltransport.ie/en/field-collection/field-comments/3957	The 'improvements' to our traffic problems seem to be widening our footpaths - do people really want to walk or is it to accomodate the tables and chairs for outdoor dining	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-301	https://consult.nationaltransport.ie/en/field-collection/field-comments/633	This is an area of high pedestrian usage and does not allow for people to comfortably pass without stepping off the footpath on a very busy road. It is not wide enough for the mobility impaired to use safely and pass bus stops etc. the footpath is being reduced in order to create three lanes of traffic on an existing two lane road.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure	NTA-C9-423	https://consult.nationaltransport.ie/en/field-collection/field-comments/790	Wellington Road should have more pedestrian crossings, for example to facilitate people using the Griffith College and Educate Together Campus	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure Cycling Infrastructure	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	The proposed bus connects from Mayfield to St Patrick's Quay has for the most part failed to use the opportunity to improve the public realm in this area and promote pedestrian and cycle routes.	Please refer to the NTA Response to Issues 11 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Pedestrian Infrastructure Individual Response	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	<p>Page 34 - Inclusion of pedestrian crossings on Wellington Road by Sydney Park. There should be more pedestrian crossings on Mac Curtain Street.</p> <p>Page 36 - Inclusion of more pedestrian crossings on Summerhill North including at junction by York Hill and at junction by Clifton Terrace.</p> <p>Page 39 - Maintain and improve existing pedestrian crossings at the junction</p> <p>Page 40 - More pedestrian crossings</p> <p>Page 42 - Very limited existing scheme on Ballyhooly Rd and should include a pedestrian crossing at Keatings Fitted Furniture</p>	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Pedestrian Infrastructure Individual Response	NTA-C9-1660	https://consult.nationaltransport.ie/en/field-collection/field-comments/2440	<p>The first issue I would like to point out is on the current plan, Map 10 of the STC B June 2022 Document. There is an error in the plan as it stands.</p> <p>Existing vehicle access has not been accurately accounted for in the vast majority of the properties on the south side of the Old Youghal Road between the intersections of Iona Park/Colmcille Avenue and Spring Vale. I understand that this was an oversight and that it will be addressed in the next draft of the plan.</p> <p>I would like to request that the adjacent footpaths on the south side of the Old Youghal Road between the intersections of Iona Park/Colmcille Avenue and Spring Vale, with allowances for access to the properties for vehicles, are always at least 2m wide at all points, as per existing design standards set out in the latest DMURS section 4.3.1, and kept level for pedestrians.</p> <p>This area has many people who use the footpath with mobility aids, a service animal, wheelchairs, alongside young children and pushing buggies. The road also has a doctors and dental surgery which facilitates much of our community's more vulnerable members.</p> <p>I understand that this may be challenging due to the level changes to some of the properties but feel that it is vital for the mobility of those in the area, and would ensure longevity of the improved infrastructure.</p>	Please refer to the NTA Response to Issue 12. The PRO has been updated in this location to amend the parking in this area and retain access to the existing properties.
STC B - Mayfield to City	Pedestrian Infrastructure Schools in the area	NTA-C9-861	https://consult.nationaltransport.ie/en/field-collection/field-comments/1345	There will be no pedestrian access for the St. Patrick's campus on Ballyhooley road.	Please refer to the NTA Response to Issues 12 and 18.
STC B - Mayfield to City	Pedestrian Infrastructure Schools in the area	NTA-C9-958	https://consult.nationaltransport.ie/en/field-collection/field-comments/1483	The proposal only has one pedestrian crossing proposed for the Ballyhooly road entrance to the school (the campus has 2 entrances).	Please refer to the NTA Response to Issues 12 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Pedestrian Infrastructure Schools in the area	NTA-C9-1906	https://consult.nationaltransport.ie/en/field-collection/field-comments/2770	We also note that many students arrive via the pedestrian paths to the north of the school connecting with the housing in the area, Corrib Lawn, Boyne Crescent etc. This scheme does not address the deteriorating nature of these paths.	Please refer to the NTA Response to Issues 12 and 18.
STC B - Mayfield to City	Pedestrian Infrastructure Schools in the area	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	The provision of a pedestrian crossing at Mount Brosna is very welcome because of schools and sports facilities nearby. This should be accompanied by matched improvements to the nearby pedestrian (and potentially cycle) access from Murmount Court to the Old Youghal Road	Please refer to the NTA Response to Issues 12 and 18.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	I do not agree with the CPO of lands of private properties between Old Youghal Road and Gardiner's Hill	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1155	https://consult.nationaltransport.ie/en/field-collection/field-comments/1773	Objection to the "quietway" cycle track through the grounds of St Joseph's Church for the following reasons; Proximity of the route to the church south annex. The proposed route traverses an existing burial ground area. Loss of 4 parking spaces. The proposed route at the west side of the property is on an existing road which provides vehicle and pedestrian access via St. Joseph's Drive. The existing ground levels would require significant engineering works to construct the cycleway;	Please refer to the NTA Response to Issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	There is a need to go beyond on street car parking removal and acquire space from the road frontage of private properties. This is effectively attempting to "shoe-horn" these new traffic systems into established and in many cases ancient city infrastructure	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	Proposal to take some of the Newbury House Family Resource Centre land seems ill-advised. This is a busy community facility, and includes a crèche and pre-school.	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	Our front wall access point structure is to be demolished.	Please refer to the NTA response to issue 16.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Compulsory Purchase is possible for public purposes if of benefit and necessary though compensation for full value must be paid. This implies at a minimum that any changes to Wellington Road, the neighbourhood of the residents, should have to be deemed absolutely necessary and that that status should be guided by principles of design practice equally applied to all people.	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1903	https://consult.nationaltransport.ie/en/field-collection/field-comments/2767	St Joseph's Mayfield.	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	The proposal to acquire private property around Newbury House doesn't appear necessary.	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-2057	https://consult.nationaltransport.ie/en/field-collection/field-comments/2968	I am very concerned that this may impact upon my property in a negative manner.	Please refer to the NTA response to issue 15.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-2324	https://consult.nationaltransport.ie/en/field-collection/field-comments/3630	Bringing traffic so close to houses built pre 1875 will cause too high vibrations (eastern side of Summerhill) and may lead to structural damage	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-427	https://consult.nationaltransport.ie/en/field-collection/field-comments/794	How dare they think they can desecrate the grounds of our local and much loved. church - built in 1881 - to facilitate a cycle path for their new Bus Connect scheme for the local area	Please refer to the NTA response to issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-430	https://consult.nationaltransport.ie/en/field-collection/field-comments/797	a proposed cycle way through st Joseph's church	Please refer to the NTA Response to Issue 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-750	https://consult.nationaltransport.ie/en/field-collection/field-comments/1196	There should be no loss of private property to implement this scheme.	Please refer to the NTA response to issues 15 and 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-2647	https://consult.nationaltransport.ie/en/field-collection/field-comments/3957	Gardens that have been lovingly maintained for decades will suffer	Please refer to the NTA response to issues 5 and 16.
STC B - Mayfield to City	Potential Land Acquisition	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	The CPO of the gardens/walls at Dillions Cross. These house's have no back yard and we are going to rob them of there front garden to widen a road that does not need to be widened?	Please refer to the NTA response to issues 4, 5 and 16.
	Impact on property value				
	Removal of trees and				
	Removal of trees and green space				
	Need for				

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Potential Land Acquisition Removal of trees and green space Need for	NTA-C9-519	https://consult.nationaltransport.ie/en/field-collection/field-comments/898	The removal of peoples gardens to facilitate these changes- why should residents have to give up their gardens to widen a road that simply does not need to be widened?	Please refer to the NTA response to issues 4, 5 and 16.
STC B - Mayfield to City	Removal of trees and	NTA-C9-1080	https://consult.nationaltransport.ie/en/field-collection/field-comments/1654	The green triangle at the top of Gardiners Hill should remain as it is	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green space	NTA-C9-426	https://consult.nationaltransport.ie/en/field-collection/field-comments/793	There is already little to no recreational spaces for families in this area and then to take gardens away	Please refer to the NTA Response to Issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1011	https://consult.nationaltransport.ie/en/field-collection/field-comments/1556	Opposition to the section of road in front of house on Ashburton Hill becoming a cycle lane with the loss of on-street parking for residents. Is there any alternative parking been provided for residents who lose their on-street parking? What of the cost for residents of having to use some of their front gardens to provide off-street parking?	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The Birch trees on the triangle at the top of the hill that will be cut down have been absorbing carbon. The plan increases pollution and decreases the trees that protect air quality. Planting trees somewhere else does not deal with the pollution that will pour into neighbourhood windows at that spot.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/1562	Our community needs more trees and planting to soften the area and absorb carbon emissions.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and	NTA-C9-1143	https://consult.nationaltransport.ie/en/field-collection/field-comments/1751	Objection to the removal of green areas	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and	NTA-C9-1334	https://consult.nationaltransport.ie/en/field-collection/field-comments/2026	There are mature trees which should be left untouched.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of Trees and green spaces	NTA-C9-1455	https://consult.nationaltransport.ie/en/field-collection/field-comments/2182	I would like to submit my opposition to the removal of the green space otherwise known as the triangle on Gardinershill. Green spaces are reported to provide social, economic, cultural and environmental aspects of sustainable development. Furthermore, they are a tool that can improve quality of life and air quality for city dwellers as well as providing a recreational and relaxing space.	Please refer to the NTA Response to Issue 5.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1576	https://consult.nationaltransport.ie/en/field-collection/field-comments/2330	Further we are very concerned about the suggestion that the trees which presently much enhance the streetscape, and afford a protection from noise and environmental pollution, as well as being themselves a carbon soak, are to be removed.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	One wonders at the point of these submissions, when it appears that mature trees are already being marked for removal in some areas.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	There must be a commitment to a net urban tree canopy gain. Where removed mature trees need replacement with multiple smaller trees. This should be part of a Bus Connects wide green infrastructure and tree planting action plan with Cork City Council Tree Officer. Consideration should be given to planting in publicly visible private spaces where this cannot be achieved in the public realm.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of Trees and green spaces	NTA-C9-2171	https://consult.nationaltransport.ie/en/field-collection/field-comments/3121	Please consider what green infrastructure can be used to enhance the Bus Connects network and not just rely on hard landscaping.	Please refer to the NTA Response to Issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-2193	https://consult.nationaltransport.ie/en/field-collection/field-comments/3146	Removal of trees and grass verges increases co2 emissions. Reduction of grass verges and trees in area is completely against climate control measures accepted throughout the world.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-196	https://consult.nationaltransport.ie/en/field-collection/field-comments/489	It also takes away some of the ever shrinking green spaces in the City and Suburbs by reducing the area of the grass triangle. All transport and infrastructure plans must have a responsibility to increase green space, biodiversity and tree coverage.	Please refer to the NTA response to issue 6.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-289	https://consult.nationaltransport.ie/en/field-collection/field-comments/616	These proposals claim to be for the benefit of the environment, carbon footprint etc whilst simultaneously uprooting and destroying trees already in situ.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-522	https://consult.nationaltransport.ie/en/field-collection/field-comments/901	Covering the place with cement and cutting down mature trees and you call that Green. We need our spaces because of work we all don't work in the city.	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-2317	https://consult.nationaltransport.ie/en/field-collection/field-comments/3623	What is the need for the two pedestrian crossing on either side of the green?	Please refer to the NTA Response to Issue 5.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Removal of trees and green spaces Character and	NTA-C9-1965	https://consult.nationaltransport.ie/en/field-collection/field-comments/2846	Reducing the green area at the triangle on Gardiners Hill There are few green spaces left as it is on the Northside, this space should be preserved.	Please refer to the NTA response to issues 5 and 10.
STC B - Mayfield to City	Removal of trees and green spaces Character and Heritage	NTA-C9-2020	https://consult.nationaltransport.ie/en/field-collection/field-comments/2919	It is proposed to remove the green area on Old Youghal Road. This will affect the character of the neighbourhood where several beloved trees will be removed which have been in the neighbourhood for decades.	Please refer to the NTA response to issues 5 and 10.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1253	The proposals to the small green area at the top of Gardiner's Hill involve the removal of part of the small grassed area with trees without any need for this intervention. The proposal show a section of unnecessary pedestrian paving and a small cycle way which will lead straight into the middle of a narrow street proposed to take excess traffic.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1415	Objection to the removal of the community green triangle as it is the only bit of green space left.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Opposed to reducing the green area at the triangle on Gardiners Hill due to its importance to the community	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1287	https://consult.nationaltransport.ie/en/field-collection/field-comments/1944	Objection to the reduction of the green public space on Gardiners Hill. This a focal point of community get together	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Objection to the reduction of the green triangle at the top of Gardiners Hill. The green triangle is the only patch of greenery locally and is widely used by the local community for communal events	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1334	https://consult.nationaltransport.ie/en/field-collection/field-comments/2026	Objection to removal of part of the green area triangle on Gardiner's Hill. This is a focal point, the only green area in the locality, the center of all Community activities and a meeting place for all residents.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1340	https://consult.nationaltransport.ie/en/field-collection/field-comments/2034	The "triangle" at the top of Gardiner's Hill is the only green area in the locality that is accessible to the aged in the community. This space is used for community gatherings and get together	Please refer to the NTA response to issues 5 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	There are very few public amenity spaces in the St Lukes area and through prolonged local community forming activities the Triangle has become a vibrant space for children to play and older people to meet.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	The Green is used for community events on a regular basis	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-1468	https://consult.nationaltransport.ie/en/field-collection/field-comments/2204	The removal of some of the green triangle on Gardiners hill will diminish the little amount of green space we have left	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2481	The proposals to the small green area at the top of Gardiner's Hill involve the removal of part of the small grassed area with trees (used as a playing area, for local gatherings such as the summer bbq and Xmas party) without any need for this intervention.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Opposed to reducing the green area at the triangle on Gardiners Hill. This triangle is used by the local community for events throughout the year such as Christmas, Summer BBQ. Removing part of this green space diminishes this local amenity. A cycle track and footpath through it is unnecessary.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	The Green Triangle is an important amenity for the residents of Gardiners Hill and surrounding area. The Green is used for community events on a regular basis. Reducing the size of the green to introduce a cycle lane on the Triangle and up St Joesphs Drive is unnecessary and makes no logical sense	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	The triangle should be protected by all means. This is the centre of our community activities and bring the community together at least twice a year.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	This is the pattern of Wellington Road. Bus Connects Proposals seem to remove the Mature Plane Trees on the side of the street in shadow which is unacceptable.	Please refer to the NTA response to issue 5.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2743	This triangular green area is a cherished feature of the neighbourhood. The traffic flow around it as is works very well. There is room for cars, pedestrians and cyclists alike, as well as parking.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	The removal of some of the green space at the 'Triangle' on Gardiners Hill. There is not many green areas around the northside and we should be doing our best to keep/expand them.	Please refer to the NTA response to issues 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Community Character and Heritage	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	traffic lights at the main crossroad of St Luke's Cross - Extra signage in addition to the lights will detract significantly from the community feel and local amenity value that has been established for the area over the past years. None of the mock-up images provided show what the visual impact will be of all additional signage. The green triangle in Gardiners Hill is the only patch of greenery locally and is widely used by the local community- reducing it in the way proposed will adversely affect local residents for very little benefit to any other users.	Please refer to the NTA response to issues 5, 9 and 10.
STC B - Mayfield to City	Removal of trees and green spaces Community Traffic Disruption due to Diversions / Bus Gates	NTA-C9-1635	https://consult.nationaltransport.ie/en/field-collection/field-comments/2415	Bus Gate on Old Youghal Road, diverting traffic onto New Road and reducing the triangular green area on Gardiner's Hill This triangle is visually attractive and provides considerable amenity value to the people on and around Gardiner's Hill. People gather here for events at significant times of the year, fostering an important and valuable sense of community.	Please refer to the NTA response to issues 3, 5 and 9.
STC B - Mayfield to City	Removal of trees and green spaces Individual	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Approximately 8no. street trees west of York Hill and 23no. east of York Hill are missing from the proposed maps. Protect these trees	Please refer to the NTA response to issue 5.
STC B - Mayfield to City	Removal of trees and green spaces	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	Few if any additional trees are shown in your proposals.	Please refer to the NTA response to issue 5.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Removal of trees and green spaces Potential Land Acquisition Need for	NTA-C9-334	https://consult.nationaltransport.ie/en/field-collection/field-comments/684	In the present climate I feel it is wrong to force my neighbours and I to loose our gardens an trees to parking for a tiny piece of cycle way which will not be used	Please refer to the NTA response to issues 4, 5 and 16.
STC B - Mayfield to City	Removal of trees and green spaces Potential Land Acquisition Need for	NTA-C9-334	https://consult.nationaltransport.ie/en/field-collection/field-comments/684	In the present climate I feel it is wrong to force my neighbours and I to loose our gardens an trees to parking for a tiny piece of cycle way which will not be used	Please refer to the NTA response to issues 4, 5 and 16.
STC B - Mayfield to City	Road User Safety	NTA-C9-2324	https://consult.nationaltransport.ie/en/field-collection/field-comments/3630	Currently pedestrians can if needs be step off the footpath to allow people travelling in the opposite direction to pass, this will not be possible if the plan goes ahead because they will be stepping off into traffic. I was on the residents association in the 80s and 90s and we were told then that singals on Summerhill were not feasible because of the curvature of the road - why is this no longer an issue?	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-640	https://consult.nationaltransport.ie/en/field-collection/field-comments/1052	There needs to be traffic calming measures put in places to make the area safer for us all and to protect our village.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-772	https://consult.nationaltransport.ie/en/field-collection/field-comments/1221	Bus Connect will facilitate an increased speed for Buses which will be detrimental for old and young residents crossing the road.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-875	https://consult.nationaltransport.ie/en/field-collection/field-comments/1361	The plan does not include any traffic calming measures on our road. Reduced traffic will no doubt lead to bus drivers seeing this stretch of road as an opportunity to make up lost time on other parts of their journey.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-965	https://consult.nationaltransport.ie/en/field-collection/field-comments/1497	The area from New Road to Beyond St Joseph's Church according to draft plan is to become a bus and taxi run. Buses already drive very fast on this stretch of road, and making it a free run will make this worse.	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/1562	The addition of a dedicated bus lane, making the road a 3-lane carriageway, will funnel larger volumes of traffic, travelling at higher speeds on Summerhill North. The proposed significant reduction of footpath width, will make walking a more hazardous option. Our community needs traffic calming measures, improved and wider footpaths, additional pedestrian crossing points and safe cycle lanes	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1085	https://consult.nationaltransport.ie/en/field-collection/field-comments/1659	No traffic calming measures or speed ramp to slow down drivers that speed through the area	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1138	https://consult.nationaltransport.ie/en/field-collection/field-comments/1746	Current common practice for someone to step off the footpath, which can be done safely as there are currently parked cars Consider decreasing road traffic to safe speeds	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1185	https://consult.nationaltransport.ie/en/field-collection/field-comments/1809	Request for increased signage and traffic calming around the St. Luke's Cross area and O'Mahony's Avenue	Please refer to the NTA response to issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	Children play on the green; it would be very dangerous to reduce it in size and increase the traffic near the green	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1983	While I absolutely acknowledge the need for a good, regular bus service , it would be good to come up with good alternatives which won't congest our neighbourhoods and make the roads dangerous for its inhabitants. At recent consultations some suggestions have been made, and maybe they seemed naive to the panel but they were made in good spirit.	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	At the junction of Military Hill and Wellington Road, consider reduction in corner radii as a speed reduction measure. The junction of York Hill and Wellington Road is very dangerous due to the steep gradient joining Wellington Road and the poor visibility east from this junction due to parked cars on Wellington Road. Any parking either side of this junction along Wellington Road should be located on the northern side of the road as opposed to the south (as currently proposed) in order to increase sightlines from this junction. Consider implementing traffic calming measures such as pinchpoints, gateways, chicanes, lane shifts and/or raised tables including additional signage on Wellington Road. Consider reducing speed limit on Wellington Road to 30km/h.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1334	https://consult.nationaltransport.ie/en/field-collection/field-comments/2026	In Autumn the lower end of Gardiners Hill is covered in a bed of slippery leaves from overhanging trees, this is hazardous to cyclists and pedestrians.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	I am in favour of slowing traffic travelling through St Luke's cross to 30km/hr.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1389	https://consult.nationaltransport.ie/en/field-collection/field-comments/2099	Safety concerns for children and elderly residents over increased traffic flows	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1395	https://consult.nationaltransport.ie/en/field-collection/field-comments/2109	Removal of parking will make a quiet road extremely dangerous and much busier.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1448	https://consult.nationaltransport.ie/en/field-collection/field-comments/2173	Going through a school zone with young children and no speed bumps in place. Traffic is planned to be going through Kelleher buildings which is a pension area and this will be putting them in danger and is very concerning.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1469	https://consult.nationaltransport.ie/en/field-collection/field-comments/2198	Speed restrictions should be applied to Gardiners Hill and traffic calming measures taken, such as more speed ramps along the road or raised tables at junctions to 'The Crescent', Herbert Park Lawn, 'Herbert Park', 'New Road' etc.	Please refer to the NTA response to issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-1514	https://consult.nationaltransport.ie/en/field-collection/field-comments/2254	Survey completed by 66 people on the Ballyhooley Rd showed that 80% were opposed to the proposals due to lack of consideration of safety on the road.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	Increased traffic caused by having increased lanes of traffic would have a negative effect on pedestrians.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	Danger to residents from stress and injury from vehicles and dangerous access / exit from existing homes.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1576	https://consult.nationaltransport.ie/en/field-collection/field-comments/2330	We also remark that the proposal that the cycle lanes would feed traffic to and from the extremely steep York Street is not just unrealistic, but frankly dangerous as the gradient of the hill makes it unsuitable for cycling both in both directions, even on an electric bicycle.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1582	https://consult.nationaltransport.ie/en/field-collection/field-comments/2340	In relation to the proposal to widen the traffic lanes to create a free flowing bus route in both directions: This will be a major safety concern without traffic calming measures as the proposal currently indicates creating unobstructed routes for traffic to travel at greater speed/efficiencies. Currently there are no traffic calming measures proposed. Reduced speed limit, speed indicators and speed bumps should be incorporated along with more frequent pedestrian crossings.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2348	We would request the NTA to enhance the cross with a slower speed limit (30km/hr), speed cameras and an improved public realm that gives greater priority for pedestrians. Should the NTA consider reducing traffic speeds it would negate requiring the need for dedicated cycle lanes. This would reduce the clear risk between pedestrians and the proposed cycle lanes.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1601	https://consult.nationaltransport.ie/en/field-collection/field-comments/2371	the village of St. Luke's Ensure the speed is reduced to 30km/h and that radar signs are put in place	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-1604	https://consult.nationaltransport.ie/en/field-collection/field-comments/2376	With the removal of those parking spaces how are we meant to safely walk on the paths. the three lanes of traffic will make the road faster at off peak times, which is a grave concern.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	survey completed by 66 people on the ballyhooley Rd showed that 80% were opposed to the proposals due to lack of consideration of safety on the road	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	I am in favour of slowing traffic travelling through St Luke's cross to 30km/hr. This could be achieved by introducing a raised table to the level of the road entering this slow zone. Ideally this should start well below the cross to reduce the speed of traffic travelling uphill to the cross	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2743	Slowing traffic coming on and off the Triangle from St Joseph's Drive would be a help.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	At Old Youghal Road where there are numerous entrances and therefore potential conflicts , a bevelled kerb is the most appropriate solution here.	Please refer to the NTA Response to Issues 1 and 2.
STC B - Mayfield to City	Road User Safety	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Slowing traffic. The Bus Connects investment programme should include a 30mph speed limit and enforcement along all routes. New and wider pedestrian crossings, raised tables, narrowed junctions and a village urban design approach should be implemented in all town centres, urban villages, and city centre areas.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2050	https://consult.nationaltransport.ie/en/field-collection/field-comments/2960	It does not appear that the safety of Minors using Wellington Road has been taken into consideration when this plan was being developed. The safety of cyclists in such a busy area must be taken into consideration. However, the safety of minors surely must be a priority. I fear that children walking in this area will be at further risk from vehicles that can not park and from cyclists travelling at high speed who will have a right of way at all times.	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-2065	https://consult.nationaltransport.ie/en/field-collection/field-comments/2981	I currently am unable to cycle in the city centre due to the amount of traffic on Wellington Road and Summerhill North - it's just not safe (and barely safe for adults on their own).	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2112	https://consult.nationaltransport.ie/en/field-collection/field-comments/3042	The introduction of a three lane highway will give rise to serious safety issues for everybody, especially the elderly and families with young children.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	As a resident we have had first-hand, direct experience of the damage caused from excessive speed on the road as well as the dangers faced by parents trying to manoeuvre in and out of car parking spaces as well as alight safely with your children. Despite many calls for traffic calming measures the risks remain unaddressed.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2166	https://consult.nationaltransport.ie/en/field-collection/field-comments/3111	Speed indicator /signage on road at present confirming that vehicles already speed in the area . These changes will bring traffic closer to the footpath and constitute a dangerous risk to pedestrians. No provision in this programme for health & safety issues. Proximity of cycles /vehicles to pedestrians will lead to many pedestrians being splashed by high speed vehicles coming to / from Mayfield.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2193	https://consult.nationaltransport.ie/en/field-collection/field-comments/3146	The removal of the grass verges reduces the gap between the road and house and increases the risk of explosion should a vehicle come off road and hit these. In the last few years such an accident occurred and the car destroyed the wall immediately in front of a gas cylinder. This is a serious health and safety risk	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2193	https://consult.nationaltransport.ie/en/field-collection/field-comments/3146	Vehicles will be closer to pedestrians on a road where traffic is fast and therefore constitutes a high risk of accidents and possible fatalities.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2249	https://consult.nationaltransport.ie/en/field-collection/field-comments/3241	Introducing a third lane of traffic could result in considerably higher risks to the safety of pedestrians and cyclists, as well as to vehicle occupants.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2249	https://consult.nationaltransport.ie/en/field-collection/field-comments/3241	The STC Threatens the safety, wellbeing and amenity of Residents.	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	As noted above the proposed carriageway section does not meet minimum standards and would not pass a Safety Audit.	Please refer to the NTA response to issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2324	https://consult.nationaltransport.ie/en/field-collection/field-comments/3630	The curvature of the road will be an added danger as cars miss judge the bend will mount the footpath. At present parked cars are a defence	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2326	https://consult.nationaltransport.ie/en/field-collection/field-comments/3632	From our understanding of the plans, we note that the downhill carriage way will adjoin the footpath and the existing parking corridor will be abolished in favour of a traffic lane. This proposal will pose an unacceptable risk to those exiting from Clarence Court; as this exit is uphill, in order to obtain a sightline, an exiting vehicle will have to drive out onto the traffic lane in order to see uphill (at present the line of parking spaces provides the necessary safety for the exit). Take away the parking spaces and the safety factor is gone. Similarly entering Clarence court from uphill would require one to make a wide swing into the outer traffic lane in order to make the turn	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	The railings at the top of O Mahonys Ave are dangerous for children as there is a steep drop behind them	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	30km zones through Dillons Cross/ St Luke's/ Mayfield	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-293	https://consult.nationaltransport.ie/en/field-collection/field-comments/621	Cyclists on footpaths - As a pedestrian I find this very dangerous	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-301	https://consult.nationaltransport.ie/en/field-collection/field-comments/633	Parents in the area currently drive their children to school because there are not adequate crossings for children to get across any of the roads safely Many elderly people in the surrounding area use the St. Lukes village/Summerhill North centre to shop, use the post office, doctor, pharmacy etc. The road is already extremely dangerous and difficult to cross.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-334	https://consult.nationaltransport.ie/en/field-collection/field-comments/684	When it rains or there is a slight frost these hills are very dangerous	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-426	https://consult.nationaltransport.ie/en/field-collection/field-comments/793	St Luke's area is already a busy area. Traffic to and from the city pass here at serious speed and is a serious accident waiting to happen.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety	NTA-C9-428	https://consult.nationaltransport.ie/en/field-collection/field-comments/795	I feel it's not going to be as safe for my children anymore.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-486	https://consult.nationaltransport.ie/en/field-collection/field-comments/858	Cycle lanes would be more than dangerous here in these tiny streets, there will be serious accidents because of this ridiculous plan of this ridiculous government!	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-534	https://consult.nationaltransport.ie/en/field-collection/field-comments/916	Finally summerhill north and wellington road could use traffic speed calming measures as the pupils attending schools at both the top and bottom of the hills as well as normal pedestrian use outside these times can be exposed to unsighted high speed traffic	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-577	https://consult.nationaltransport.ie/en/field-collection/field-comments/973	few if any passive traffic calming measures are being introduced.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	Consideration should be given to alternative traffic calming measures such as making the crossroad junction a raised table (as proposed on Wellington Rd), and encouraging drivers to slow down, increase caution and promote courteous behaviour towards other road users	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Railings are very dangerous by Summerhill North/O'Mahoney's Avenue and this needs to be addressed. There is a very high drop here from the footpath on Summerhill North onto O'Mahoney's Ave. The railings provide insufficient protection. Young children could very easily fall through these railings on to this 2 way traffic road.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	One can only anticipate from the impact of your proposals that there will be a significant rise in the quantity of traffic with increase in road speed affecting the safety of the local residents. Currently the existing road has a significant safety issue as vehicles including buses are consistently breaking the speed limit	Please refer to the NTA Response to Issue 1.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety	NTA-C9-1737	https://consult.nationaltransport.ie/en/field-collection/field-comments/2548	The elderly community use Ashburton Row frequently and sending even more traffic up this road is only going to cause accidents possibly fatal ones. It is a narrow road and as it stands once residents come out their doors it is dangerous due to traffic travelling along at speed without ramps!	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Proposals for traffic movement Facilitate Speeding Traffic and Increased Accidents	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2111	https://consult.nationaltransport.ie/en/field-collection/field-comments/3045	It is essential for the quality of the environment that measures to reduce speed on the Ballyhooly Road be implemented. The proposed removal parallel parking will result in higher speeds and it is vitally important for us residents that this does not happen.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-2149	https://consult.nationaltransport.ie/en/field-collection/field-comments/3091	The speed of traffic passing through should be reduced to encourage pedestrian priority. Traffic calming surface treatment (similar to the cobble stones in Blackrock village) would result in automatic reduction in speed and a sense of arrival.	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety	NTA-C9-199	https://consult.nationaltransport.ie/en/field-collection/field-comments/495	I believe that adding speed bumps to the Wellington road area, particularly on the steeper sections, would be an excellent improvement to your overall plan. I have heard mention of reducing the speed limit to 30 kph might be considered also, which would be good	Please refer to the NTA Response to Issue 1.
STC B - Mayfield to City	Road User Safety Access to Properties	NTA-C9-1056	https://consult.nationaltransport.ie/en/field-collection/field-comments/1625	Vehicular access is only available due to the existing parking, angle of approach and two-way system on Summerhill. It would be a safety hazard if any one-way street proposal resulted in a need to approach from a downhill lane.	Please refer to the NTA Response to Issues 1 and 2.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Access to properties	NTA-C9-1522	https://consult.nationaltransport.ie/en/field-collection/field-comments/2257	In fact if residents were to convert gardens for parking and then needed to merge with traffic on the road, it would further disrupt traffic flow and be very dangerous for drivers and pedestrians, as well as cyclists. It has been demonstrated that on-street parking has a calming effect on traffic and aids the separation of the traffic from pedestrians and homes.	Please refer to the NTA Response to Issues 1 and 2.
STC B - Mayfield to City	Road User Safety Bus Network	NTA-C9-3	https://consult.nationaltransport.ie/en/field-collection/field-comments/164	This bus corridor as it currently exists is an accident waiting to happen with the 208 bus travelling up and down Boherboy Road where historically it travelled up Silverheights Road and down Boherboy Road	Please refer to the NTA Response to Issues 1 and 14.
STC B - Mayfield to City	Road User Safety Cycle Infrastructure	NTA-C9-391	https://consult.nationaltransport.ie/en/field-collection/field-comments/754	This part of the city is made up of old narrow steep roads which can be dangerous particularly in Winter . They can then use the bicycle rent system in town which is safer.If cyclists of which in my observations are not many on these roads wish to continue using the roads then they should share the bus lanes which offer a safer path to town.From reviewing the plans the mad mixture of paths from St Joseph's church to town will not be used.It envisaged mixing with local traffic on Gardiners Hill.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Road User Safety Cycling Infrastructure	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Cycleway layout is poorly designed and considered from junction of Gardiner's Hill and Ballyhooly Road until Wellington Road, entire area should be reconsidered to reduce number of junctions, crossings, conflict with pedestrians and cars and improve legibility.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Road User Safety Cycling Infrastructure	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2350	This would require cyclists negotiating 3 lanes of traffic including a further contra flow bus lane in less than 50m; this appears to present a level of risk which is not appropriate.	Please refer to the NTA Response to Issues 1 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Cycling Infrastructure	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The impact of the proposed cycle intersection at St. Lukes seems totally unwarranted and is more likely to put pedestrians at risk in this area. This junction needs speed controls reducing speed through the crossing to 30kph on all approaches. The approach from uphill or downhill approaches is blind and people regularly run through at speed putting all road users at risk. The indicated pedestrian crossing need to be reviewed and a better solution found. The crossings need to be at junction and signal controlled.	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road user safety Cycling Infrastructure	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to making Gardiners Hill a quietway for cyclists as it has a steep gradient I believe cyclists will choose the more level option of Ballyhooly Road	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Road user safety Cycling Infrastructure	NTA-C9-2792	https://consult.nationaltransport.ie/en/field-collection/field-comments/4103	I think it's fair to mention that cyclists will whizz down Gardiners Hill but are unlikely to want to cycle up and will probably opt for a road with a gentler gradient to come up (Ballyhooly/Middle Glanmire). Residents of Gardiners Hill won't be able to turn up the hill as cyclists will be coming down	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Road user safety Cycling Infrastructure	NTA-C9-2800	https://consult.nationaltransport.ie/en/field-collection/field-comments/4111	It seems quite clear that to put a designated cycle track in Ashburton Hill in just this portion of the road would be an accident waiting to happen, and would unfairly expose residents to accidents and lawsuits for just trying to get in and out of their own driveways. why should our portion of road not be treated in the same way as the considerably wider Gardiner's Hill (that has almost no driveways) with "cyclists sharing the traffic lane with general traffic"? If instead of putting the cycle way in the one small stretch of Ashburton Hill, why not just put double yellow lines on both sides, which would make it safer for cyclists sharing the road with cars.	Please refer to the NTA Response to Issues 1 and 11.
STC B - Mayfield to City	Road User Safety Cycling	NTA-C9-327	https://consult.nationaltransport.ie/en/field-collection/field-comments/677	One wonders is there going to be located at its bottom safety nets and a permanent first-aid station. S	Please refer to the NTA Response to Issues 1 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Cycling Infrastructure Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2286	https://consult.nationaltransport.ie/en/field-collection/field-comments/3288	The cycle path to the south along the Ballyhooly Road starts on the opposite side of the road with no safe connection for cyclists to move across the two lanes of traffic. The turn right onto Gardiners Hill from St. Luke's does not create any great inconvenience to users but the removal could create great inconvenience for residents along Gardiners Hill	Please refer to the NTA Response to Issues 1, 3 and 12. Individual Response
STC B - Mayfield to City	Road User Safety	NTA-C9-911	https://consult.nationaltransport.ie/en/field-collection/field-comments/1412	Forcing people to park somewhere else apart from their home would be dangerous.	Please refer to the NTA Response to Issues 1 and 6.
STC B - Mayfield to City	Road User Safety Loss of Parking	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	There is a significant number of on-street parking spaces to be removed in this route (159). This will have huge impacts for vulnerable road users.	Please refer to the NTA response to issues 1 and 6.
STC B - Mayfield to City	Road User Safety Loss of Parking	NTA-C9-2067	https://consult.nationaltransport.ie/en/field-collection/field-comments/2983	A set down area is required outside Gabriel House to ensure deliveries can still happen, otherwise the proposed scheme poses a safety hazard for pedestrians, cyclists and a likely increase in traffic delay and congestion along Summerhill North.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Road User Safety Loss of parking Community	NTA-C9-996	https://consult.nationaltransport.ie/en/field-collection/field-comments/1539	Already I sometimes cannot park close by and by taking away the on road parking you are putting [personal information redacted] in danger, not to mention the countless amount of school children in the area whose parents drop them off. Giving dedicated bus lanes outside the homes of children and many elderly who live in my area is a disaster waiting to happen,if not a tragedy.	Please refer to the NTA Response to Issues 1, 6 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Need for Sustainable Transport Corridor	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The proposal to have an uphill lane for buses when there is never any traffic impact uphill on Summerhill is quite bizarre, and can only be explained by the fact that introducing a downhill lane with the many exiting junctions and restricted width lower down will not add any benefit at all? Traffic Signals at St. Lukes: This note on drawings needs to be clarified. If this is a signal for traffic coming up the hill only it is of little value. The mains feeding traffic comes down the hill and into blind corner. The junction needs traffic control at busy times and an all access points.	Please refer to the NTA response to issues 1 and 4.
STC B - Mayfield to City	Road User Safety Need for Sustainable Transport Corridor	NTA-C9-691	https://consult.nationaltransport.ie/en/field-collection/field-comments/1116	The area needs traffic calming measures and speed controls, not bus corridors. The junction needs a large raised table and proper speed ramps/bumps or rumble strips to slow down traffic. Pedestrian lights only please.	Please refer to the NTA Response to Issue 1 and 4.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	Map 4 - Is the toucan crossing should be pedestrian priority for those walking through the area. I feel that Wellington road and Middle Glanmire road should be raised table with pedestrian priority to both side of the Summerhill north to give the community a pedestrian safe centre. Pedestrian crossing to bottom of Gardiner's hill should be adjusted to smaller radius to allow shorter crossing. There should be a pedestrian priority on the crossing at the end of the Crescent also.	Please refer to the NTA Response to Issues 1 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	<p>The current pedestrian crossing provision in St Luke's can be improved.</p> <p>The proposal to install vehicular priority traffic signalling here would mean pedestrians would be required to wait their turn with vehicular traffic having priority.</p> <p>There is never a delay for public transport travelling through the crossing except, occasionally and for a very short time only, at the on-demand pedestrian crossing on Ballyhooly Road.</p> <p>The current design of the crossroads supports a lively economy. This design approach should be developed upon.</p> <p>The ward councillors have agreed to fund raising one of the courtesy crossings to a raised table in order to emphasise the priority of pedestrians and to act as traffic calming.</p> <p>This approach, emphasising a slow zone and a shared environment, should be expanded to include the approach to the cross from Wellington Road after Military Hill.</p> <p>That would allow for the elimination of proposed cycle lanes on the approach after Military Hill.</p> <p>The current no-right turn from O'Mahony's Avenue towards St Luke's Cross should be physically enforced.</p> <p>There is a distinct and unique architectural heritage to this part of the city. Due care and consideration should be given to respecting architectural protections and placemaking complimentary to the public realm.</p>	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-2166	https://consult.nationaltransport.ie/en/field-collection/field-comments/3111	<p>Area has high number of senior citizens , many with mobility issues. Proximity of cycles/scooters/vehicles will create safety issues. Many of these citizens will have mobility devices / wheelchairs/electric chairs in a more limited space.</p>	Please refer to the NTA Response to Issues 1 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	<p>priority pedestrian crossing areas advise motorists of children/ pedestrians crossing Measures to protect pedestrians on footpaths widening of footpaths (never narrowing) footpath railings. Footpaths widths reduced to 1.25m are not acceptable</p> <p>Reduced footpaths to 1.25metres alongside 3 lanes of traffic on Summerhill North with buses being the closest to pathways are to the detriment of pedestrian safety.</p> <p>Reduced footpaths to 1.25 metres along Wellington Road are also to detriment of pedestrian safety</p> <p>Widened footpaths surrounding the cross are acceptable, as too are the proposed enhancements to pedestrian environment of Mahony's Avenue where it is proposed that the footway is to be widened. (p18)</p> <p>I can see signal controlled priority lights coming up Summerhill North at junction but as per document that is to halt general traffic to give bus priority to proceed. For the purpose of enhancing pedestrian facilities, I would welcome more than is currently in place.</p>	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	The proposed decrease in pavement width will result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area by making the pedestrian/cyclist/scooter environment less safe and attractive	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-810	https://consult.nationaltransport.ie/en/field-collection/field-comments/1278	The proposed decrease in pavement width will result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area by making the pedestrian/cyclist/scooter environment less safe and attractive, particularly for a large number of school children who attend numerous schools in the area.	Please refer to the NTA Response to Issues 1 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	Suggestion: A pedestrian crossing could still be installed on the current left slip road. Suggestion: Railings are very dangerous by Summerhill North/O'Mahoney's Avenue and this needs to be addressed. There is a very high drop here from the footpath on Summerhill North onto O'Mahoney's Ave. The railings provide insufficient protection. Young children could very easily fall through these railings on to this 2 way traffic road.	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1325	https://consult.nationaltransport.ie/en/field-collection/field-comments/2011	The footpath on O'Mahony's Avenue is very narrow and parking is on the opposite side of the footpath. We propose that parking is changed to the opposite side of the road (footpath / school and residential side) so that the moving traffic is further away from the footpath and our children. This would mean that our children are safer on the footpath from moving vehicles and the parked cars would act as a barrier to the moving traffic.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1575	https://consult.nationaltransport.ie/en/field-collection/field-comments/2328	Safety and speed are a big concern for the residents on the ballyhooley road. Future proposals need to show what safety measures are going to be put in place on the ballyhooley Rd. Where will crossing points be? Will they be convenient to the schools? Are there going to be speed reducing measures put in place? And will there be a restriction put in place for large trucks travelling in and out of the city. We have a perfectly good ring road that these large vehicles should be using instead of travelling through a residential area.	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1999	https://consult.nationaltransport.ie/en/field-collection/field-comments/2890	The idea that the width of our already dangerous foot paths is to be halved is criminal. This road is close to several schools, pharmacies and shops -greater consideration needs to be taken of our junior citizens as well as our older cohort.	Please refer to the NTA Response to Issues 1, 12 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	The proposed road scheme will result in a less safe environment for pedestrians with narrower footpaths than at present on both sides of the road	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-236	https://consult.nationaltransport.ie/en/field-collection/field-comments/551	In relation to cycle infrastructure from ashburton hill and st Joseph's drive I'm hoping that the footpaths could also be significantly improved . There are also local residents in mobility scooters who I see have to drive onto the road to go to mass as there are steps off the footpaths instead of ramps.	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	St Lukes Cross - A additional pedestrian crossing would be welcomed by most or perhaps a raised roadway so as to slow traffic down	Please refer to the NTA Response to Issues 1 and 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-861	https://consult.nationaltransport.ie/en/field-collection/field-comments/1345	There will be no pedestrian access for the St Patrick's campus on Ballyhooley road. This is going to be dangerous for the children going to school.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-1743	https://consult.nationaltransport.ie/en/field-collection/field-comments/2556	There is only one pedestrian crossing proposed for the Ballyhooley road entrance to the school which means there is no crossing at all for the second entrance to the school which is very dangerous for children bus gate at the junction of the Old Youghal road is very dangerous and risks the safety of our schoolchildren.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-875	https://consult.nationaltransport.ie/en/field-collection/field-comments/1361	The children going to St. Patrick's national school will have to cross a dangerous road which is now also going to grant priority to buses . This will also disrupt the flow of traffic which completely counteracts the intended benefits of the bus corridor.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-922	https://consult.nationaltransport.ie/en/field-collection/field-comments/1433	Fear for the safety of children walking to school having to cross the road if the pedestrian crossing was removed at Dillons Cross.	Please refer to the NTA Response to Issues 1, 12 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-947	https://consult.nationaltransport.ie/en/field-collection/field-comments/1466	The campus schools currently have two pedestrian access points from the Ballyhooly road where many parents drop their kids to school either on foot or by car. In the plans presented by the NTA, there is provision for just one pedestrian crossing on the Ballyhooly road despite there being two pedestrian entrances to the campus - this will make it dangerous for parents and children to cross the road as there will be just one pedestrian crossing for 800 parents/children coming to school. At least 2 pedestrian crossings should be placed on the Ballyhooly road to allow parents and children to cross into the campus.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-1004	https://consult.nationaltransport.ie/en/field-collection/field-comments/1548	There is also no provision for a pedestrian crossing anywhere near the main school entrance on Gardiner's Hill which should be a primary concern for the safety of the hundreds of students. There is also concern for child safety on the Ballyhooly Road; with no access for traffic onto Gardiner's Hill and with no extra provision being made for a signalised pedestrian crossing on Ballyhooly Road, the extra traffic on Ballyhooly Road makes it imperative that a signalised junction is created the near the school.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1031	https://consult.nationaltransport.ie/en/field-collection/field-comments/1585	My child attends St Patrick's School and it is really important to have a pedestrian crossing to safely cross a very busy road.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1031	https://consult.nationaltransport.ie/en/field-collection/field-comments/1585	My child attends St Patrick's School and it is really important to have a set down area when dropping and also a pedestrian crossing to safely cross a very busy road.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1755	Concerns regarding the safety of children walking to schools in the area	Please refer to the NTA Response to Issues 1, 12 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1757	Children at risk without a safe place to get on or off a bus due to the removal of the school bus stop. Objection to the removal of the safe drop off and pick up area.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Proposed reduction in footpath width will make pedestrian, cycling and scooting activities less safe, in particular for school children	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure	NTA-C9-1267	https://consult.nationaltransport.ie/en/field-collection/field-comments/1916	Concern over safety of school commute if the footpath width is reduced	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-1325	https://consult.nationaltransport.ie/en/field-collection/field-comments/2009	The footpaths along O'Mahony's Avenue are very narrow, particularly at the junction approaching Summerhill. The BusConnects B – Mayfield to the City has a proposal to widen footpaths. We wish to make the observation that this should include O'Mahony's avenue and that this footpath should also be protected either fully or partially with a number of barriers e.g. on the bends. This would ensure that our students can walk to school safely.	Please refer to the NTA Response to Issue 12.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-1900	https://consult.nationaltransport.ie/en/field-collection/field-comments/2764	The proposed decrease in pavement width will result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area by making the pedestrian/cyclist/scooter environment less safe and attractive, particularly for the large number of school children who attend the numerous schools in the area.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-1906	https://consult.nationaltransport.ie/en/field-collection/field-comments/2770	This would mean students coming from the south side of the road would only have to cross one road to be on the pedestrian walkway leading to the school and the same applies to patrons of the sports complex. It would also be an important traffic calming measure at the peak of the road where there is a very wide road currently and lower visibility to what is over the crest of the hill.	Please refer to the NTA Response to Issues 1, 12 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-1909	https://consult.nationaltransport.ie/en/field-collection/field-comments/2774	This enlargement of the carriageway will result in increased volumes of traffic, travelling at higher speeds through the heart of our community. The proposed decrease in pavement width will result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area by making the pedestrian/cyclist/scooter environment less safe and attractive, particularly for the large number of school children who attend the numerous schools in the area.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Pedestrian Infrastructure Schools in the area	NTA-C9-2237	https://consult.nationaltransport.ie/en/field-collection/field-comments/3223	The proposed decrease in pavement width will result in the unintended consequence of reducing pedestrian, cycling and electric scooter activity in the area by making the pedestrian/cyclist/scooter environment less safe and attractive, particularly for the large number of school children who attend the numerous schools in the area.	Please refer to the NTA Response to Issues 1, 12 and 18.
STC B - Mayfield to City	Road User Safety Removal of trees and green spaces	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1272	There will be a higher risk to elderly residents and school children with an increase in traffic. There will also be a higher safety risk associated with using the local green space	Please refer to the NTA response to issues 1 and 5.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-971	https://consult.nationaltransport.ie/en/field-collection/field-comments/1505	I understand there is a plan to remove some pedestrian crossing, especially around the schools. I think this will create some serious dangers to kids and parents/guardians.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1424	77 pupils enter through the back entrance gate, off Ballyhooley Road. It is imperative that a set-down area be included here in any new plans with the safety of all those that utilise this access point as the main factor A larger car set-down area needs to be included at the upper end of Gardiner's Hill as the remaining pupils and staff use this access point daily	Please refer to the NTA Response to Issues 1 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	Directing traffic up New Road is not an option. There are 5 schools (St Patrick's preschool, junior school, girls school, boys school and secondary school) and a scout hall in this area and most children cross at the New Road/Gardiners Hill intersection.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety	NTA-C9-1185	https://consult.nationaltransport.ie/en/field-collection/field-comments/1809	Consider child safety around St Luke's National School	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1204	https://consult.nationaltransport.ie/en/field-collection/field-comments/1828	Potential risk of cars increasing their speed. There are four schools in the vicinity with a lot of footfall from young school children.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety	NTA-C9-1227	https://consult.nationaltransport.ie/en/field-collection/field-comments/1854	Consider introducing school signs and traffic calming measures	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1287	https://consult.nationaltransport.ie/en/field-collection/field-comments/1944	Concern for the safety of elderly residents and the pupils of St Patrick's school. Diverting traffic into the immediate vicinity of a primary school is concerning	Please refer to the NTA Response to Issues 6 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1294	https://consult.nationaltransport.ie/en/field-collection/field-comments/1956	Without parking spaces on the road, traffic speed will inevitably increase, making life more dangerous for local residents. There are 4 large schools in the area with lots of children walking to and from the school.	Please refer to the NTA Response to Issues 6 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1325	https://consult.nationaltransport.ie/en/field-collection/field-comments/2010	We would like for increased signage and traffic calming around the St. Luke's Cross area and O'Mahony's Avenue so that our children can travel to and from school safely.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1325	https://consult.nationaltransport.ie/en/field-collection/field-comments/2012	Concern that the proposed route will increase traffic and increase the speed and frequency of bus traffic, through St. Luke's Cross. This will increase the danger to children who need to cross the road to get to St. Luke's School.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1360	https://consult.nationaltransport.ie/en/field-collection/field-comments/2057	St Patricks School Campus contains 4 schools. Currently the parents use Gardiners Hill to drop and pick up kids from school as it is relatively safe. By pushing traffic onto Gardiners Hill the school access will become dangerous for those who walk to school and will make drop and pick up from cars difficult	Please refer to the NTA Response to Issues 1 and 18.

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STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	I have young children and I worry about their safety. To access cars, many families on Gardiners Hill exit their gate and cross the road- speed of vehicles, bikes and electric bikes could easily lead to accidents here. Hundreds of children are around the hill on weekdays going to the 8+ immediate preschools and primary schools, their safety and their ability to access the schools needs to be considered as priority.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety	NTA-C9-1666	https://consult.nationaltransport.ie/en/field-collection/field-comments/2456	The amount of schools and children in the area is a huge concern also to the plans.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1690	https://consult.nationaltransport.ie/en/field-collection/field-comments/2488	it will make walking to school a more dangerous unpleasant experience as it is proposed to narrow the footpaths	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2787	The speed busses travel through St Luke's Cross is already of concern and should this increase along with the volume of busses, it would pose a serious threat to pedestrian and cyclist safety, including the many school children who use this route. Placing traffic calming measures throughout the cross in a manner similar to the cobblestones on Barrack Street would prioritise pedestrians and maintain a village atmosphere to this unique part of the city.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-2114	https://consult.nationaltransport.ie/en/field-collection/field-comments/3047	Also there are schools in the area which would be greatly impacted by this move. Instead of giving traffic, especially buses and lorries, licence to go faster, they need to be slowed down for the safety of all.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	This is to the detriment of pedestrians and causes great concern for my young children living within the community and walking to and from school. Speed is the biggest contributing factor to road deaths Request for safety measures at St Luke's Cross junction such as: reduce speed to 30km surrounding the junction radar speed signs reduce speed signage (painted on road and signposts)	Please refer to the NTA Response to Issues 1 and 18.

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STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-2310	https://consult.nationaltransport.ie/en/field-collection/field-comments/3616	Wellington Road where several schools are situated is busy with parents dropping children and double parking on roads at drop off times - to be safe passing on bike at these times.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety	NTA-C9-286	https://consult.nationaltransport.ie/en/field-collection/field-comments/613	No space for parents to safely drop off or pick up small children.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the	NTA-C9-423	https://consult.nationaltransport.ie/en/field-collection/field-comments/790	This road is currently very busy during school term and it is extremely dangerous and time consuming to cross the road.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Schools in the area	NTA-C9-485	https://consult.nationaltransport.ie/en/field-collection/field-comments/857	drop off traffic at the top of the hill needs to be banned it is not viable and causes major disruption, all elderly neighbours if an ambulance was needed urgently it would be impossible to enter the area.	Please refer to the NTA Response to Issues 1 and 18.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1660	https://consult.nationaltransport.ie/en/field-collection/field-comments/2440	The intersection between Murmont Park and Murmont Crescent has a sweeping wide corner for vehicles travelling uphill and no protected crossing for pedestrians. It is currently a dangerous intersection. If there is any possibility of increasing traffic on this route (and others adjacent to bus gates) then the safety of vulnerable pedestrians and those on wheels (including, bikes, scooters, wheelchairs) must be accounted for in the plan on any routes with even the possibility of increased traffic.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2479	Bus gate on Old Youghal Road is a completely unworkable proposal which shows no awareness of the local environment and must be revisited as it poses a serious health and safety risk channelling heavy traffic through unsuitable small residential streets.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	Placement of traffic lights at the cross will result in an environment which promotes driver entitlement behaviour as well as reducing efficient passage of traffic through the junction	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2873	If all of the Mayfield traffic is diverted along New Road and then Gardiners Hill, this little "rite of passage" will not be possible for my youngest kid - or for future generations.	Please refer to the NTA Response to Issues 1 and 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Traffic Disruption due	NTA-C9-691	https://consult.nationaltransport.ie/en/field-collection/field-comments/1116	Traffic lights on St Luke's Cross will only add to the dangers already posed there.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	We are acutely aware of the dangers of going the route of suggesting moving traffic flow onto our neighbours roads, It just makes enemies of previously peaceful neighbours.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due	NTA-C9-1609	https://consult.nationaltransport.ie/en/field-collection/field-comments/2380	The plans for New Road will create a rat race of cars through a quiet area which will be dangerous.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2178	https://consult.nationaltransport.ie/en/field-collection/field-comments/3128	This huge increase in car traffic will increase the risk exponentially to these vulnerable groups who will be in serious danger from speeding motorists using a road not fit to carry this traffic volume. Currently vehicles speed up and down the road, not slowed by the speed bumps in situ. How can you seriously consider making this a main car route into the city center. Closing this route to car traffic with bus gates as proposed will undoubtedly cause large volumes of traffic to be redirected down St Joseph's Drive and Gardiners Hill as a 'rat run' will be created to bypass these bus gates.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic disruption due	NTA-C9-2812	https://consult.nationaltransport.ie/en/field-collection/field-comments/4123	This Corridor will have a huge negative impact on local people here high risk of accidents as kellehers buildings will be used as a cut through road	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic Diversions /	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1982	The geography of the area and the proposed redirections of local and commuter traffic will only render it totally unsafe for cyclists, adult and child alike.	Please refer to the NTA Response to Issues 1, 3 and 11.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic Diversions / Bus Gates Pedestrian Infrastructure	NTA-C9-2008	https://consult.nationaltransport.ie/en/field-collection/field-comments/2904	The proposed new bus stop at Colmcille Ave between Iona Green & Iona Place:, it can be a fairly blind spot coming from Iona Place to main road, so it isn't the best placing. Traffic problems are already an issue in the mornings because of the junction here, it is also an access road to a local school. While the toucan crossing would be very welcome, we also feel that this is badly placed.	Please refer to the NTA Response to Issues 1, 3 and 12.
STC B - Mayfield to City	Road User Safety Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-947	https://consult.nationaltransport.ie/en/field-collection/field-comments/1466	At the junction of the New Road and Old Youghal road there is a plan for a bus gate - this will have the effect of pushing all car traffic up the New Road to a narrow junction where the New Road meets Gardiner's Hill. This junction has many children walking to school who will now be faced with car traffic being directed up to this junction where cars must turn left to get get back on to the Old Youghal road. In addition traffic will also be coming down from St Joseph's Drive to the same junction which will have to turn right to get on to the Old Youghal road. This junction, which is currently quite safe for children and local pedestrians. will become quite dangerous with cars and vans moving through there to get back on the Old Youghal road.	Please refer to the NTA Response to Issues 1, 3 and 18.
STC B - Mayfield to City	Road User Safety Traffic disruption due to traffic diversions/ bus gates Schools in the area	NTA-C9-543	https://consult.nationaltransport.ie/en/field-collection/field-comments/926	I am extremely concerned about changes to parking & traffic layout in the area as outlined in the Bus Connects plan. The current layout is dangerous as is , despite it being raised by parents with the council. 90% of Traffic travelling up O'Mahony's Ave makes an illegal turn onto Summerhill North. This is a disaster for our kids & the future pupils of St Luke's. Faster traffic in the area is the last thing we need.	Please refer to the NTA Response to Issues 1, 3 and 18.
STC B - Mayfield to City	Road User Safety Traffic Disruptions Due To Traffic Diversions /	NTA-C9-1340	https://consult.nationaltransport.ie/en/field-collection/field-comments/2034	Hundreds of school children attend school at the top of the hil, the majority of them walk to school - how is diverting traffic on the New Road going to impact on their safety?	Please refer to the NTA Response to Issues 1, 3 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Schools in the area	NTA-C9-1699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1424	St. Patrick's Boys' National School - We have many pupils with mobility difficulties, both in Special Education classes and Mainstream classes. These pupils need transport and parental escort to our gates for their safety and wellbeing.	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1203	https://consult.nationaltransport.ie/en/field-collection/field-comments/1827	Concern over access to St Patrick's Girls School, drop-off and collection of children from school	Please refer to the NTA response to issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1255	https://consult.nationaltransport.ie/en/field-collection/field-comments/1900	Consideration should be given to how to stop parents insisting on dropping their children to the front door of the school and, during collection when many of them ignore double yellow lines, park on footpaths, leave their engines running and make the road very unpleasant with traffic.	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1732	https://consult.nationaltransport.ie/en/field-collection/field-comments/1973	Consideration also needs to be given to Griffith College. Currently there are school buses that park on Wellington Road in the morning and afternoon to collect students. This is welcome as it reduces school drop-off/pick-up traffic. Future plans need to be cognisant of this.	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Make provision for drop-off or safe queuing to facilitate the educational facilities around Wellington Road	Please refer to the NTA response to issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	A critical feature of the bus service would be its capacity to replace the school run car journey. Park and Ride buses could easily serve parents and children who would complete their journey to school on public transport.	Please refer to the NTA response to issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1710	https://consult.nationaltransport.ie/en/field-collection/field-comments/2511	Access to the local schools. I can't see any provision for drop off and collection points for the 4 schools on Gardiners hill? Have you a plan for how school children, particularly in the infant school (age 5-7) will be able to access their schools safely?	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1723	https://consult.nationaltransport.ie/en/field-collection/field-comments/2527	In addition, there are 3 schools with entrances directly on to this road which the NTA Senior Management officials were not even aware of in their recent meeting with local resident representatives	Please refer to the NTA Response to Issue 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Schools in the area	NTA-C9-1743	https://consult.nationaltransport.ie/en/field-collection/field-comments/2556	There is a complete lack of set down areas on the Ballyhooly road entrance & Gardiner's Hill entrance for parents to drop children at the school	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1832	https://consult.nationaltransport.ie/en/field-collection/field-comments/2672	As I see it I don't believe the proposers of the scheme were fully aware of the presence of a number of schools in the area along the Ballyhooly Road and how these material changes would effect traffic particularly at peak times	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2746	Central to a lot of the problems with the proposals is the fact that the multitude of Schools in the area have not been accounted for. Joined up thinking is needed on the dropping and fetching of schoolchildren. How can they best travel to school ? Do we need more of a Schoolbus culture?	Please refer to the NTA response to issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2788	Increased signage, along with serious traffic calming measures is urgently needed to highlight the presence of St Luke's National School. Providing a chicane outside the school gates would offer one traffic calming solution. Moving the parked cars from the east side of the road onto the footpath (west) side would offer a buffer between moving cars and children. Currently the rearview mirrors of passing cars overhang the footpath and are at head level with small children.	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	The school run amounts to a very significant percentage of the traffic congestion during term time. There must be a joined-up partnership with the Department of Education, Cork City Council and the schools and neighbourhoods of schools to tackle. Free public transport combined with school zones would largely reduce this congestion.	Please refer to the NTA Response to Issue 18.
STC B - Mayfield to City	Schools in the area	NTA-C9-1604	https://consult.nationaltransport.ie/en/field-collection/field-comments/2376	The plans do not address school traffic and show no ambition to reduce through traffic	Please refer to the NTA Response to Issue 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/1562	Improved public transport, cycling and pedestrian infrastructure are essential for the future development of our city and to meet carbon emission targets. Bus Connects is a key part of future planning	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	We welcome the proposal for a pocket park adjacent to Mayfield Branch Library and would advocate this be included as a definite proposal and not potential proposal. This park should have a playground.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1255	https://consult.nationaltransport.ie/en/field-collection/field-comments/1900	I believe the introduction of bicycle lanes is an excellent idea	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1424	https://consult.nationaltransport.ie/en/field-collection/field-comments/2144	Support for signalisation of St Luke's junction	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1481	https://consult.nationaltransport.ie/en/field-collection/field-comments/2211	I am fully supportive of BusConnects and its objectives.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1554	https://consult.nationaltransport.ie/en/field-collection/field-comments/2301	Being a cyclist I am really pleased with the Bus Connect plan going from Mayfield to the city center. It will make the road safer for cyclist, will encourage more people to cycle, hopefully secondary school going children which will result in less traffic and less pollution in the area. I'd happily take the bus from Bus Connect plan to go and enjoy more a car free city center.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1565	https://consult.nationaltransport.ie/en/field-collection/field-comments/2312	Two members of our household cycle to work and school each day and as such we embrace the need for safe cycle paths of which there are none on the current route. In this regard we embrace the Bus Connects initiative and understand the need for a greener city and safe cycle lanes.	Please refer to the NTA Response to Issue 19.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1637	https://consult.nationaltransport.ie/en/field-collection/field-comments/2417	, I strongly support the proposed measures in this subsection of BusConnects Cork to reduce dependency on private motor transportation, democratise public transport and facilitate more active travel in our neighborhoods and city areas.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1663	https://consult.nationaltransport.ie/en/field-collection/field-comments/2451	I support the aim of BusConnects Cork to deliver a low-carbon and climate-resilient public transport system. The benefits of the Sustainable Transport Corridor Project as outlined in the BusConnects Cork documentation are entirely desirable	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1709	https://consult.nationaltransport.ie/en/field-collection/field-comments/2510	wholeheartedly support the plans to remove the parking, put in lights at St Lukes Cross, increase cycle lanes and increase frequency of buses.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	The proposal for bus gates on Old Youghal Road are potentially very positive for residents The design will need to be carefully thought through The bus gates should operate 24/7, otherwise they will be ignored by motorists Bus gates need to be camera protected or protected by automatic rising bollards. They will need to be very clearly marked to motorists Consideration will need to be given to prevent rat running through the Murmount area to/from the Mayfield Library	Please refer to the NTA Response to Issue 19.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	The provision of off-street parking is welcome. Consideration will need to be given to prevent rat running through the Murmount area to/from Colmcille Avenue by motorists avoiding restrictions on Old Youghal Road. The proposed walkway through Colmcille Park may be a way to activate the park more than at present. A potential community dividend in this area is the provision of a playground at the park, which is a preferred location for a playground by officials in Cork City Council. Traffic calming has been installed on Colmcille Avenue and should be maintained. The design of cycle infrastructure at the junction of Colmcille Avenue and North Ring Road should anticipate cyclists turning right to travel downhill at Silversprings. There is potential to consider how cycle facilities at this point will work together with cycle facilities in STC A, as the downhill cycle from this point to connect with the N8 and the Port of Cork Millennium Gardens is very easy.	Please refer to the NTA response to issue 19.
STC B - Mayfield to City	Supportive of the scheme	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Bus Connects is but one key element of a modal shift away from private cars. This requires a joined-up oversight and investment board. We need a city-wide partnership approach.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	I am very supportive of the Bus Connects programme. In an age of climate emergency, it will transform public transport provision and cycling investment in Cork City.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-2065	https://consult.nationaltransport.ie/en/field-collection/field-comments/2981	would like to express support for the implementation of cycle lanes from St Luke's Cross to the city centre.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-2162	https://consult.nationaltransport.ie/en/field-collection/field-comments/3106	I welcome the BusConnects proposals for Cork, it a welcome and necessary development for public transport and active travel in the city. In particular, the proposed provision of dedicated cycling facilities on Wellington Road and the improvement of the Wellington Road/Military Hill junction are welcome.	Please refer to the NTA Response to Issue 19.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	I fully support the implementation of a well-funded and coherent public transport strategy that as per paragraph 3.2.6 invests in urban renewal and increasing pedestrian facilities.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-2314	https://consult.nationaltransport.ie/en/field-collection/field-comments/3620	The frequency and reliability of the bus service makes it a more attractive option than car use. Bus delays are the main issue for my use of the current network. The revamping of the fare system is very positive and will reward bus users.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme	NTA-C9-309	https://consult.nationaltransport.ie/en/field-collection/field-comments/641	Prioritising pedestrians at St. Luke's cross is very welcome.	Please refer to the NTA Response to Issue 19.
STC B - Mayfield to City	Supportive of the Scheme Cycling Infrastructure	NTA-C9-1632	https://consult.nationaltransport.ie/en/field-collection/field-comments/2408	I would support the designation of Gardiners Hill as a quiet cycle route. It functions as one today. Not everyone can do this & there will be a day when i will no longer be able for the steep incline like many of my neighbours. I also question the value of adding 100 m of cycle lane on Ashburton hill, which continues on from Gardiners hill. Why not consider extending the quiet cycle route to Ashburton Hill instead?	Please refer to the NTA response to issues 11 and 19.
STC B - Mayfield to City	Supportive of the Scheme Cycling	NTA-C9-1996	https://consult.nationaltransport.ie/en/field-collection/field-comments/2887	Please ensure that the excellent cycle investments proposed across the scheme link up. The joined-up network is all important.	Please refer to the NTA response to issues 11 and 19.
STC B - Mayfield to City	Technical Data/Surveys Insufficient Consultation	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The proposals do not demonstrate that Transport Ireland have applied the normal rigours in terms of full Impact Analysis/ assessment: <ul style="list-style-type: none"> • Scoping or checklists. • Qualitative analysis; developing focus groups. • Quantitative analysis. • Identifying and describing alternatives for example cost-benefit analysis. • Data gathering by questionnaires, consultations and surveys. • Data presentation. • Monitoring and evaluation 	Please refer to the NTA Response to Issues 7 and 17.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1249	The proposed STC will have multiple impacts on local neighbourhood. At a public meeting, a NTA representative made statements regarding the lack of baseline studies carried out. It is not acceptable that routes have been designed and presented without even minimum baseline studies carried out in order to assess the impact of the proposals on the receiving environment	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1755	Concern over the lack of traffic surveys being completed	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Observe traffic flow, numbers using buses and the parking situation in the St Lukes area. For a full and open view of the proposals please provide maps showing the area currently so that they can be compared to the Bus Connects proposals. Gradient of hills also needs to be shown.	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-1582	https://consult.nationaltransport.ie/en/field-collection/field-comments/2340	There is a lack of detail provided in the current proposal including road widths, traffic surveys, topographical road information, community and area demographic analysis, car use census, safety proposals and justification for critical decisions taken. Detailed road and traffic surveys should be conducted by the NTA to confirm the directional source of traffic currently on the road and proper review of the roads proposed for cycle routes and bus lanes etc.	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2477	no feasibility studies have been carried out on proposed routes.	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	The recent changes to the bottom of Summerhill North have already made traffic into the city very difficult in. I would suggest that a full analysis of the traffic flow here will be needed prior to any additional restrictions to traffic flow.	Please refer to the NTA Response to Issue 17.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-1823	https://consult.nationaltransport.ie/en/field-collection/field-comments/2659	Realistic surveys and assessment are needed at local level. All residents should be interviewed and community life, camaraderie, sense of place, distinctiveness, heritage value, self-esteem values, identity, established rights and sustainability should be studied and understood in detail before considering changes. There is no conservation report or impact assessment carried out under Bus Connects	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-2258	https://consult.nationaltransport.ie/en/field-collection/field-comments/3255	It is clear that basic traffic modelling has not been carried out in order to identify the main users of the STC B Route and whether the quantity of traffic on this route can be reduced.	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys / Data	NTA-C9-2311	https://consult.nationaltransport.ie/en/field-collection/field-comments/3617	On the map there are 57 houses missing. There is a new estate in Ennismore about to get residents.	Please refer to the NTA Response to Issue 17.
STC B - Mayfield to City	Technical Surveys/ data	NTA-C9-865	https://consult.nationaltransport.ie/en/field-collection/field-comments/1349	Proposed changes are using outdated maps. It appears that there has been little local input and lack of insight into layout of the local area.	Please refer to the NTA response to issue 17.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1417	Objection to the proposed traffic light signals at St. Lukes Cross. These lights will cause traffic jams and takeaway from the character of the junction.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1252	The current proposal identifies a bus gate on the Old Youghal Road which will not allow any through traffic (except buses, taxis and bikes) along this part of the route to Mayfield (Map 6 of Corridor B). This is a completely unworkable proposal which shows no awareness of the local environment and must be revisited.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1273	The proposal to remove the left turn onto Gardiner's Hill from St. Josephs Road will cause major traffic problems for access to the schools. The route those from Mayfield will be forced to take is as follows: Left on to Murmont Lawn Right down St. Joseph's Drive to the triangle Right onto Gardiner's Hill to Old Youghal Road Left onto Old Youghal Road Left onto New Road Right down Gardiner's Hill There will be increased journey times, more congestion and emissions	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-879	https://consult.nationaltransport.ie/en/field-collection/field-comments/1367	The Old Youghal Road represents one of the principal EAST-WEST thoroughfares for traffic on the North Side of the city. Closing this route to traffic with bus gates as proposed will undoubtedly cause traffic to be diverted onto Middle Glanmire Road, St Christophers Drive, Leycester's Lane and Gardiner's Hill, none of which are capable of accommodating additional traffic volume.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-2	https://consult.nationaltransport.ie/en/field-collection/field-comments/162	Traffic on summer hill North getting backed up because of a lane removal on Brian Boru st	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	Should the right turn from above St Lukes Cross, at the end of Gardiners Hill, be taken away this means that all Northbound traffic including residents of the hill will have to proceed up to Dillons Cross and turn right at New Road at the proposed Bus Gates. Those continuing to Mayfield (North) will have to turn left at the Shop/Triangle at the junction of Gardiners hill and drive past The Ashburton Bar, and past the small cottages to rejoin Old Youghal Road at The Three Horseshoes Pub.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	These small Roads are not suitable for this traffic.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	Traffic will be sent left at Murmont Park, turn right past the Gaelscoil and then what? Go left at Murmont Rd and right down St Josephs Drive to land back at the Triangle at the top of the 'Quietway' on Gardiners Hill? Worse still this then sends traffic right at the Triangle and down past the Ashburton Bar along with all the Northbound traffic.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1469	https://consult.nationaltransport.ie/en/field-collection/field-comments/2198	3)The proposed bus gate and private car restrictions on Old Youghal Rd will increase car traffic up New Road on to Gardiners Hill.	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1965	https://consult.nationaltransport.ie/en/field-collection/field-comments/2846	The right turn ban from Ballyhooly road onto Gardiner's Hill Diverting traffic from Gardiners Hill to Dillon's cross, then New Road is going to cause huge congestion. It is already quite difficult to drive by Dillons Cross especially with pupil collection at St Patrick's National School. Gardiner's Hill is a wide enough road to accommodate traffic, New Road is not. As I stated above the road isn't wide enough to cater for this plan. There isn't a problem with traffic (bus) flow up Summerhill, it's down at the bottom junction is the problem.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2873	the proposed Bus Gate at Dillons Cross will force all Mayfield bound traffic onto New Road, and then onto Gardiners Hill, past the area known locally as the Triangle and then onto the Old Youghal Road. This volume of traffic, which includes vans and trucks, will have a severe negative impact on this area. This section of the road is quite narrow and it is difficult to see how it can possibly deal with the volume of traffic that will result. There are 4 schools (St Patrick's) located at the top of Gardiners Hill near the proposed diversion along New Road. The area is already very congested and slow during drop-off and pick-up times. Adding more traffic to this already congested route, especially during the morning drop off time is going to result in huge delays for traffic heading towards Mayfield.	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2059	https://consult.nationaltransport.ie/en/field-collection/field-comments/2969	A second popular issue I note is the diverting of Traffic off the main roads through very narrow roads which are quiet residential areas, which are certainly not equipped to cope with this badly planned increase in Traffic flow.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-2316	https://consult.nationaltransport.ie/en/field-collection/field-comments/3622	New Road will not take heavy traffic.	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2646	https://consult.nationaltransport.ie/en/field-collection/field-comments/3956	Opposed to the right turn ban from Ballyhooly Road onto Gardiners Hill The area at the top of Gardiners Hill is already a bottleneck New Road is extremely narrow and already gets congested with school traffic Opposed to the bus gate on Old Youghal and New Road This will lead to several traffic jams on New Road at the triangel and at the top of Gardiners Hill Opposed to the removal of the left turn from Middle Glanmire Road to Summerhill North and St Lukes	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-2812	https://consult.nationaltransport.ie/en/field-collection/field-comments/4123	I wish to lodge an objection to the part of corridor relating to traffic cars being diverted up new road onto ashburton road.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2955	https://consult.nationaltransport.ie/en/field-collection/field-comments/4267	Leave traffic turn onto Gardiners Hill Page 41 - Bus gate only at peak times or to be enforced properly otherwise it will be a waste of time	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-339	https://consult.nationaltransport.ie/en/field-collection/field-comments/690	One other issue is that the bus gates on Old Youghal Road will effectively eliminate all through traffic on that road. This means that traffic coming from the Glanmire area heading towards the city centre, which at present turns left at Tinkers Cross and right onto Old Youghal Road, will now proceed down the North Ring Road, turn right onto Colmcille Avenue and avail of several traffic rat runs through residential areas and past several schools to either access St. Luke's Cross or Dillons Cross.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-428	https://consult.nationaltransport.ie/en/field-collection/field-comments/795	much more congested by diverting traffic along murmount avenue and down gardiners hill.	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	No right turn on to Gardiners Hill. This will force all local traffic up Ballyhooly Road, Youghal Road and New Road to access Gardiners Hill/Ashburton Hill. New road is incredibly tight so we should not be encouraging cars up this road. Additional traffic going up Ballyhooly road also The proposed bus gate at Old Youghal Road/New Road junction. This forces all traffic Mayfield bound up new road and onto Gardiners Hill/Ashburton Hill. Are these not supposed to be quiet routes? The removal of the left turn slipway from Middle Glanmire Road onto Sumerhill North. This helps keep traffic moving, why remove it?	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-768	https://consult.nationaltransport.ie/en/field-collection/field-comments/1214	The areas of Gardiner's Hill, Old Youghal Road, St Lukes, and Ballyhooly Road are old residential areas which were never designed for the type and volume of traffic now being introduced.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-793	https://consult.nationaltransport.ie/en/field-collection/field-comments/1251	Introduction of a one-way system on Gardiner's Hill and to reroute traffic along Ballyhooly Road and then along the Old Youghal Road and finally the New Road in order to access homes on the lower portion of Gardiner's Hill can not be the best option	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-803	https://consult.nationaltransport.ie/en/field-collection/field-comments/1267	Bus gates on Old Youghal Road will divert all north and southbound traffic through Gardiners Hill, Ashburton Hill, Josephs Drive and New Road. These are narrow residential roads and not suitable for this traffic	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-833	https://consult.nationaltransport.ie/en/field-collection/field-comments/1309	Maps show that the Old Youghal Rd will be closed to car traffic from New Rd to the Mayfield Library. This will create difficulties for local residents who need to use cars to get to their destinations for work, education, business and leisure. A lot of traffic using the proposed bus gateway is travelling west to east or east to west along the length of Old Youghal Rd eg from extensive housing on and near the road itself to destinations such as Collins Barracks, Schools and businesses on Patrick's Hill and lower Wellington Rd, St Lukes & Dillons Cross, Mayfield health centre, shops, pharmacies, creches, Mayfield leisure centre, Gael Scoil an Ghoirt Alainn, St Patrick's School, Mayfield Community School, Library, St Michael's School, Mayfield commercial area.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The plan turns tiny neighbourhood streets into a main route for city traffic. Because of the number of schools in the area, there is already huge congestion of traffic at school times on Gardiners Hill. There is no indication or projections of the expected increase in volume of traffic through the area. There'll also be inevitable increase in through traffic on Gardiners hill as people bypass the inevitable congestion on these tiny back streets.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1415	Objection to one way traffic on Gardiner's Hill.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-912	https://consult.nationaltransport.ie/en/field-collection/field-comments/1416	Object to the removal of right turn from Ballyhooly Road onto Gardiner's Hill	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	Banning private car use on Old Youghal road at New Road junction will lead to chaos if traffic has to divert up New Road, especially with the also proposed traffic ban on Ashburton Hill. This proposed plan will lead to traffic jams on New Road, Gardiners Hill by the triangle and at the top of Gardiners Hill onto Old Youghal road.	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	This proposal means vehicles trying to access Gardiners Hill will need to go to Dillons cross, then New Road. The ban will add to traffic congestion at Dillons cross.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-919	https://consult.nationaltransport.ie/en/field-collection/field-comments/1430	While signalised pedestrian crossings at St Lukes are welcome and necessary, the left turn slip road currently in place works really well and should not be removed.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-946	https://consult.nationaltransport.ie/en/field-collection/field-comments/1463	The bottleneck will remain at St Lukes Shops.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-958	https://consult.nationaltransport.ie/en/field-collection/field-comments/1483	A bus gate at the junction of Old Youghal Road and the New Road will force all car and van traffic up the New Road to the junction at McSweeneys Shop where they must then turn left to get back on to the Old Youghal road. Many parents and children walk along here to the schools.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-979	https://consult.nationaltransport.ie/en/field-collection/field-comments/1519	The two Bus Gates, the first from shortly after Dillons Cross as far as Mayfield Library and the second from Iona Road to Tinkers Cross, would result in the Old Youghal Road no longer serving its function as the primary traffic artery in the north east of the city. The proposal to abolish the slipway from Middle Glanmire Road on to Summer Hill at St. Luke's Cross is unnecessary. It purports to be in the interests of improving the crossing for pedestrians.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	Preventing traffic from turning right into Gardiners Hill from the northbound Ballyhooly Rd: this will serve to greatly increase congestion at Dillons Cross and New Road	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	The removal of the left lane filter for traffic coming out of Middle Glanmire Rd turning south on Summerhill North will impede the flow of traffic travelling eastwards from Middle Glanmire Rd through the junction.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	Directing traffic up New Road is not an option. It is completely unsuitable for the volume of traffic this proposal would lead to.	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	I object to removing the left slip road from Middle Glanmire Road onto Summerhill North. This must remain as it greatly filters traffic into town. It hugely reduces the back up of traffic. The footpath currently in place is sufficient in size, but a pedestrian crossing could be put in place here.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	I object to the right turn ban from Ballyhooly road onto Gardiners Hill. It will add huge journey times for residents accessing Gardiner's Hill and will lead to traffic congestion on the Ballyhooly road up to New Road.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1047	https://consult.nationaltransport.ie/en/field-collection/field-comments/1612	One way system regarding Gardner's hill unreasonable, as it forces too much traffic into New Road, which is too narrow due to parking on both sides.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1053	https://consult.nationaltransport.ie/en/field-collection/field-comments/1621	I can see no logical rationale for removing a right hand turn from Ballyhooley Road to Gardiner's Hill. This will greatly increase traffic and congestion at the Dillons Cross and New Road areas.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1080	https://consult.nationaltransport.ie/en/field-collection/field-comments/1654	The proposed changes to Gardiners Hill (especially the no right turn into it from Ballyhooly Rd) will cause traffic congestion at Dillons Cross and New Road.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1085	https://consult.nationaltransport.ie/en/field-collection/field-comments/1659	I totally disagree with the plans that are being proposed for my area it is making a bottle neck through my area	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1147	https://consult.nationaltransport.ie/en/field-collection/field-comments/1756	Objection to the proposal to make bus gates on the Old Youghal Road at Dillons Cross	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1176	https://consult.nationaltransport.ie/en/field-collection/field-comments/1800	The proposal to turn St. Joseph's Drive into a one way road is totally unwarranted.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Objection to the right turn ban from Ballyhooly road onto Gardiners Hill. Objection to the Bus Gate on Old Youghal Road at New Road. Opposed to the removal of the left turn slip road from Middle Glanmire Road to Summerhill North at St Lukes Cross.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1231	https://consult.nationaltransport.ie/en/field-collection/field-comments/1858	The proposed installation of the "bus gate" on the Old Youghal road to the junction with Ashburton Hill will not make a significant improvement on journey times	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1287	https://consult.nationaltransport.ie/en/field-collection/field-comments/1944	Concern over; The diversion of traffic off the Old Youghal Road road onto New road past Kelleher's Buildings and on to Gardiners Hill. The rearrangement of Ashburton Hill and a short section of St Joseph's Drive to oneway inbound route. The right turn ban from Ballyhooly Road to Gardiner's Hill. Oneway inbound route into St Joseph's Drive	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1304	https://consult.nationaltransport.ie/en/field-collection/field-comments/1978	Objection to the redirection of traffic through residential areas. More measures should be taken first to reduce inbound traffic. There is no traffic during school holidays. Consider school traffic before enacting these proposals	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	A number of "Bus Gates" are proposed which in some situations would be inexplicably impeding traffic- for example on Old Youghal Rd at the junction with New Road.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Preventing traffic from turning right into Gardiners Hill from the northbound Ballyhooly Rd will serve to greatly increase congestion at Dillons Cross and New Road and be inefficient for residents needing access on Gardiners Hill and St Patrick's school traffic.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Removing the left filter on Middle Glanmire Rd would be a massive negative impact on the movement of traffic through St Lukes Cross.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1334	https://consult.nationaltransport.ie/en/field-collection/field-comments/2026	Objection to proposed rerouting of traffic on Gardiners Hill	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1361	https://consult.nationaltransport.ie/en/field-collection/field-comments/2060	Objection to the right turn ban onto Gardiners Hil and removal of the left turn slip from Middle Glanmire Road to Summerhill	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	Opposition to no turn from Ballyhooley Road onto Gardiner's Hill. This will cause a back log of traffic down Ballyhooley Road into St Lukes Cross due to congestion caused by cars turning right up Old youghal Road towards Mayfield at Dillons Cross.	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	The traffic backs up the road at rush hour already. If the slip road is removed, this will cause further congestion up the Middle Glanmire road.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1389	https://consult.nationaltransport.ie/en/field-collection/field-comments/2099	It seems alot of traffic will be rerouted right beside my house, these streets are too narrow for this much traffic	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1432	https://consult.nationaltransport.ie/en/field-collection/field-comments/2151	The right hand turn not being allowed to turn up Gardener's Hill will add more traffic to this already busy stretch and cause a bottleneck at Dillon's Cross.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions /	NTA-C9-1448	https://consult.nationaltransport.ie/en/field-collection/field-comments/2173	Objection tio putting traffic through a mostly elderly residential area that can't cater for the traffic as it is.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2237	This will filter more traffic up to Dillons cross or up to Montenotte which is already a heavily congested road even with relatively low traffice volumes due to the streets not being physically wide enough.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2238	The New Road suggested as a main access point to Gardiners hill. The New road does not have the physical capacity to take a flow of traffic coming from Dillons cross via a suggested bus corridor that cars must exit at the New road. This is already heavily congested and is a very difficult area to navigate particularly during school and peak traffic times. The current suggestion is going to force all traffic coming up from Dillons cross , travelling towards Mayfield through the New road and on the Triangle / Ashburton Place.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1609	https://consult.nationaltransport.ie/en/field-collection/field-comments/2380	Firstly it will cause more traffic chaos on Gardiners hill by removing the right hand turn.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1612	https://consult.nationaltransport.ie/en/field-collection/field-comments/2385	Better traffic management at the bottom of the summer hill north/Mc Curtain street junction would have a much greater effect on the flow of traffic.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1626	https://consult.nationaltransport.ie/en/field-collection/field-comments/2403	The traffic is frequently backed up to St Luke's with no opportunity for the bus to get ahead. A bus gate at the bottom of the hill won't help this	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1635	https://consult.nationaltransport.ie/en/field-collection/field-comments/2415	Bus Gate on Old Youghal Road, diverting traffic onto New Road and reducing the triangular green area on Gardiner's Hill These proposals will result in congestion on New Road and the adjoining roads. These roads serve three schools on Gardiner's Hill.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1680	https://consult.nationaltransport.ie/en/field-collection/field-comments/2472	The new route makes access to St. Lukes and North Inner City much easier as a result, but the capacity of the junctions below is currently leading to backlog all the way to St. Lukes every morning. The proposal to remove the right turn at Gardiner's Hill makes access to the bottom of Gardiner's Hill and Adelaide Place impossible by car without a ridiculously extended journey, completely defeating the object of Bus Connects plans to keep cars off the road, and traffic congestion out of the area! The traffic coming down this hill at busy times is always stood still at this junction box in any case with downhill traffic pressures and right turn is rarely impeded.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2478	The proposal to introduce a one-way system on Gardiner's Hill and to reroute traffic along the Ballyhooly Rd to Old Youghal Road turning onto New Road in order to access homes on the lower portion of Gardiner's Hill is nonsensical. The current proposal identifies a bus gate on the Old Youghal Road which will not allow any through traffic (except buses, taxis and bikes) along this part of the route to Mayfield (Map 6 of Corridor B). This is a main thoroughfare of traffic to the Mayfield area (with schools, swimming pool, library, shops, large residential area etc) and further north to Mayfield Village and to join the ring road. The plans appear to propose a diversion of all of this traffic up New Road (a small road) past a scout hall and Cork CC sheltered housing (Kellehers Buildings) to a pinch point where this road meets Gardiner's Hill at a T junction. The traffic is then supposed to make a left turn by the small shop on the corner and proceed along a very narrow street past the grass triangle and to funnel along past the houses on either side of this small street back out on to the Old Youghal Road. This is a completely unworkable proposal The introduction of a bus gate southbound on the old youghal road at murmount park will inevitably redirect traffic coming from mayfield down through Gardiners Hill	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	<p>Opposed to the right turn ban from Ballyhooly road onto Gardiners Hill. This proposal means vehicles trying to access Gardiners Hill will need to go to Dillons cross, then New Road. The ban will add to traffic congestion at Dillons cross. The diversion onto New Road is not feasible. It is a narrow 2 way traffic road that will not handle increased volume. Schools and residents rely on the right turn from Ballyhooly road for access to Gardiners Hill. Currently the right turn onto Gardiners Hill significantly reduces traffic on Ballyhooly Road. This right turn onto Gardiners Hill needs to remain in place. Opposed to the removal of the left turn slip road from Middle Glanmire Road to Summerhill North at St Lukes Cross. While signalised pedestrian crossings at St Lukes are welcome and necessary, the left turn slip road currently in place works really well and should not be removed Opposed to the Bus Gate on Old Youghal Road at New Road. Banning private car use on Old Youghal road at New Road junction will lead to chaos if traffic has to divert up New Road, especially with the also proposed traffic ban on Ashburton Hill</p>	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1737	https://consult.nationaltransport.ie/en/field-collection/field-comments/2548	A proposal to send traffic and buses up the new road and along Ashburton Row is not sustainable and not taking into account the area!	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1743	https://consult.nationaltransport.ie/en/field-collection/field-comments/2556	A bus gate at the junction of the Old Youghal road and the New road (near Carroll's Cycles) will force all traffic up the New Road to the junction at McSweeney's shop where they must then turn left to get back on to the Old Youghal road	Please refer to the NTA Response to Issue 3.

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STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	<p>A number of "Bus Gates" are proposed which in some situations would be inexplicably impeding traffic- for example on Old Youghal Rd at the junction with New Road.</p> <p>The proposal is to introduce traffic lights at the main crossroad, and also to remove the left filter that currently operates from Middle Glanmire road turning left down Summerhill. This will have the following implications:</p> <p>Traffic lights are not necessarily an improvement in efficient passage of vehicles through the junction</p> <p>Removing the left filter on Middle Glanmire Rd would be a massive negative impact on the movement of traffic through St Lukes Cross</p> <p>Preventing traffic from turning right into Gardiners Hill from the northbound Ballyhooly Rd: this will serve to greatly increase congestion at Dillons Cross and New Road and be highly inefficient for all residents needing access on Gardiners Hill and particularly St Patrick's school traffic.</p>	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	<p>Opposition to no turn from Ballyhooley Road onto Gardiner's Hill.</p> <p>I think it will cause a back log of traffic down Ballyhooley Road into St Lukes Cross due to congestion caused by cars turning right up Old youghal Road towards Mayfield at Dillons Cross.</p> <p>This right turn can already cause delay in getting through Dillons Cross. The result will further slow traffic coming out of town.</p> <p>The section of road around St Patricks School on Gardiners hill is narrow. The main times of the day that there is congestion is at the opening and closing of the school.</p> <p>Motorists living below the school who may not usually travel on this part of the hill, will now have to travel down the hill to access their homes.</p> <p>If the slip road is removed, this will cause further congestion up the Middle Glanmire road.</p>	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	The placement of lights at St. Lukes is illogical and will not benefit the flow of traffic.	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	While I understand that you are slowing the traffic through Gardiner's Hill as a residential area by directing it towards Ballyhooley Road so it makes no sense whatsoever to insist that all traffic, except buses, on Old Youghal road at the junction of New Road turn right Map 6 The bus gate on Ballyhooley Road will push traffic onto Gardiner's Hill which you have specifically tried to calm with the no right turn in Map 4. This is counter intuitive. If you want to keep traffic on Ballyhooley Road then the bus gate would have to be on the Dillon's Cross junction. Map 6 The bus gate on Ballyhooley Road will push traffic onto Gardiner's Hill which you have specifically tried to calm with the no right turn in Map 4. This is counter intuitive. If you want to keep traffic on Ballyhooley Road then the bus gate would have to be on the Dillon's Cross junction. I don't see the benefit of making St Joseph's Drive one way.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	No clear alternative route for traffic at the proposed bus gates for Old Youghal road	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	The double yellow lines controls outside O'Keefe's shop and surrounding areas are COMPLETELY ignored leading to massive traffic congestion. This must change.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1056	https://consult.nationaltransport.ie/en/field-collection/field-comments/1625	Excessive speed of vehicles on the approach to St Luke's where there are no speed signs. Cars are parked on the set down in St.Lukes Cross all day and there is continual parking on the double yellow lines all day at the Cross. There must be enforcement of these traffic laws	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Parking controls in place in St Luke's are currently ignored. The right hand turn ban from O'Mahoney's Avenue to St Lukes cross is ignored by the general public	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic	NTA-C9-1204	https://consult.nationaltransport.ie/en/field-collection/field-comments/1828	How are cameras going to prevent speeding?	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic disruption due to traffic Diversions /	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	It seems crazy that residents will add to the traffic on the Ballyhooley Rd in order to access their homes.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Access to the residential areas (Adelaide Place, Reenaferrara Apartments, Herbert Park Lawn, Herbert Park, etc) off Gardiners Hill will be seriously impacted both in terms of obstruction and reduced sightlines due to the consequent excess demand for parking	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Review parking control measures for the Wellington Road area where many cars park illegally on double yellow lines and in front of garage access points. Address traffic management and enforcement in the Wellington Road area during school hours.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2247	The driving and parking behaviours (double parking) leave a lot to be desired and are causing significant congestion problems on a daily basis.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	Extra capacity begets congestion down the line, study after study proves this.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2349	It is likely that this will result in capacity issues at this junction in a northbound direction; this would have a negative impact in outbound bus services. Furthermore, it retains traffic on the preferred emerging route in a northbound direction for longer which will have a negative impact on the capacity on the route and the junction.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2349	There is also a concern that the righthand turning ban will have a negative impact on access to Gardiner's Hill for larger vehicles. This is due to the alternative route via New Road which has limited turning radius and width in the exiting carriageway.	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	The bus gate at the junction of Murmont Park will prevent southbound traffic travelling down the Old Youghal Road which is their current route. Southbound traffic will instead be routed down Murmont Avenue, onto Murmont lawn, down St Josephs drive and onto Gardiners Hill/New Road. This will create excessive traffic, which won't get anywhere fast due to narrow roads, bumps, schools, pedestrians etc and is unacceptable.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1601	https://consult.nationaltransport.ie/en/field-collection/field-comments/2369	I will not be able to turn right onto Gardiner's Hill from St. Luke's cross, even though I will be in TOUCHING distance from my house. This is complete madness	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2478	what is needed is proper policing of the yellow boxes currently in place at this location.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Parking controls are already in place in St Lukes. These controls however are completely ignored by the general public eg people park on double yellow lines on Wellington road to go to the shop/chemist/butchers. Implementing the controls would significantly reduce congestion.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2178	https://consult.nationaltransport.ie/en/field-collection/field-comments/3128	The current proposals to implement bus gates on Old Youghal Road will redirect traffic from the principal EAST-WEST thoroughfares for traffic on the North Side of the city to routes not meant to cater for this traffic.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption Due To Traffic Diversions / Bus Gates	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	While there is signage in place displaying no right turn, this signage is frequently discarded by motorists travelling in this direction that the one way traffic is proposed. The one way direction either be changed for cars to travel down or further measures put in place to prevent cars from turning right.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-485	https://consult.nationaltransport.ie/en/field-collection/field-comments/857	removing a right turn onto same - this is not viable, people living here trying to negotiate from work and home daily, reducing our access, it cannot be reduced access for those of us who live here, this is not acceptable to make it harder to reach home and a more difficult route.	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1745	https://consult.nationaltransport.ie/en/field-collection/field-comments/2559	<p>A number of "Bus Gates" are proposed which in some situations would be inexplicably impeding traffic- for example on Old Youghal Rd at the junction with New Road.</p> <p>The proposal is to introduce traffic lights at the main crossroad, and also to remove the left filter that currently operates from Middle Glanmire road turning left down Summerhill. This will have the following implications:</p> <p>Traffic lights are not necessarily an improvement in efficient passage of vehicles through the junction</p> <p>Removing the left filter on Middle Glanmire Rd would be a massive negative impact on the movement of traffic through St Lukes Cross</p> <p>Preventing traffic from turning right into Gardiners Hill from the northbound Ballyhooly Rd: this will serve to greatly increase congestion at Dillons Cross and New Road and be highly inefficient for all residents needing access on Gardiners Hill and particularly St Patrick's school traffic.</p>	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1754	https://consult.nationaltransport.ie/en/field-collection/field-comments/2577	<p>Opposition to no turn from Ballyhooley Road onto Gardiner's Hill.</p> <p>I think it will cause a back log of traffic down Ballyhooley Road into St Lukes Cross due to congestion caused by cars turning right up Old youghal Road towards Mayfield at Dillons Cross.</p> <p>This right turn can already cause delay in getting through Dillons Cross. The result will further slow traffic coming out of town.</p> <p>The section of road around St Patricks School on Gardiners hill is narrow. The main times of the day that there is congestion is at the opening and closing of the school.</p> <p>Motorists living below the school who may not usually travel on this part of the hill, will now have to travel down the hill to access their homes.</p> <p>If the slip road is removed, this will cause further congestion up the Middle Glanmire road.</p>	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1759	https://consult.nationaltransport.ie/en/field-collection/field-comments/2579	The placement of lights at St. Lukes is illogical and will not benefit the flow of traffic.	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1787	https://consult.nationaltransport.ie/en/field-collection/field-comments/2615	While I understand that you are slowing the traffic through Gardiner's Hill as a residential area by directing it towards Ballyhooley Road so it makes no sense whatsoever to insist that all traffic, except buses, on Old Youghal road at the junction of New Road turn right Map 6 The bus gate on Ballyhooley Road will push traffic onto Gardiner's Hill which you have specifically tried to calm with the no right turn in Map 4. This is counter intuitive. If you want to keep traffic on Ballyhooley Road then the bus gate would have to be on the Dillon's Cross junction. Map 6 The bus gate on Ballyhooley Road will push traffic onto Gardiner's Hill which you have specifically tried to calm with the no right turn in Map 4. This is counter intuitive. If you want to keep traffic on Ballyhooley Road then the bus gate would have to be on the Dillon's Cross junction. I don't see the benefit of making St Joseph's Drive one way.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1061	https://consult.nationaltransport.ie/en/field-collection/field-comments/1630	No clear alternative route for traffic at the proposed bus gates for Old Youghal road	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	The double yellow lines controls outside O'Keefe's shop and surrounding areas are COMPLETELY ignored leading to massive traffic congestion. This must change.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1056	https://consult.nationaltransport.ie/en/field-collection/field-comments/1625	Excessive speed of vehicles on the approach to St Luke's where there are no speed signs. Cars are parked on the set down in St.Lukes Cross all day and there is continual parking on the double yellow lines all day at the Cross. There must be enforcement of these traffic laws	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1193	https://consult.nationaltransport.ie/en/field-collection/field-comments/1819	Parking controls in place in St Luke's are currently ignored. The right hand turn ban from O'Mahoney's Avenue to St Lukes cross is ignored by the general public	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic	NTA-C9-1204	https://consult.nationaltransport.ie/en/field-collection/field-comments/1828	How are cameras going to prevent speeding?	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic disruption due to traffic Diversions /	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	It seems crazy that residents will add to the traffic on the Ballyhooley Rd in order to access their homes.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1329	https://consult.nationaltransport.ie/en/field-collection/field-comments/2016	Access to the residential areas (Adelaide Place, Reenaferrara Apartments, Herbert Park Lawn, Herbert Park, etc) off Gardiners Hill will be seriously impacted both in terms of obstruction and reduced sightlines due to the consequent excess demand for parking	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1331	https://consult.nationaltransport.ie/en/field-collection/field-comments/2018	Review parking control measures for the Wellington Road area where many cars park illegally on double yellow lines and in front of garage access points. Address traffic management and enforcement in the Wellington Road area during school hours.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1505	https://consult.nationaltransport.ie/en/field-collection/field-comments/2247	The driving and parking behaviours (double parking) leave a lot to be desired and are causing significant congestion problems on a daily basis.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic	NTA-C9-1540	https://consult.nationaltransport.ie/en/field-collection/field-comments/2281	Extra capacity begets congestion down the line, study after study proves this.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2349	It is likely that this will result in capacity issues at this junction in a northbound direction; this would have a negative impact in outbound bus services. Furthermore, it retains traffic on the preferred emerging route in a northbound direction for longer which will have a negative impact on the capacity on the route and the junction.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1591	https://consult.nationaltransport.ie/en/field-collection/field-comments/2349	There is also a concern that the righthand turning ban will have a negative impact on access to Gardiner's Hill for larger vehicles. This is due to the alternative route via New Road which has limited turning radius and width in the exiting carriageway.	Please refer to the NTA response to issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-1597	https://consult.nationaltransport.ie/en/field-collection/field-comments/2359	The bus gate at the junction of Murmont Park will prevent southbound traffic travelling down the Old Youghal Road which is their current route. Southbound traffic will instead be routed down Murmont Avenue, onto Murmont lawn, down St Josephs drive and onto Gardiners Hill/New Road. This will create excessive traffic, which won't get anywhere fast due to narrow roads, bumps, schools, pedestrians etc and is unacceptable.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1601	https://consult.nationaltransport.ie/en/field-collection/field-comments/2369	I will not be able to turn right onto Gardiner's Hill from St. Luke's cross, even though I will be in TOUCHING distance from my house. This is complete madness	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic	NTA-C9-1685	https://consult.nationaltransport.ie/en/field-collection/field-comments/2478	what is needed is proper policing of the yellow boxes currently in place at this location.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-1704	https://consult.nationaltransport.ie/en/field-collection/field-comments/2504	Parking controls are already in place in St Lukes. These controls however are completely ignored by the general public eg people park on double yellow lines on Wellington road to go to the shop/chemist/butchers. Implementing the controls would significantly reduce congestion.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2178	https://consult.nationaltransport.ie/en/field-collection/field-comments/3128	The current proposals to implement bus gates on Old Youghal Road will redirect traffic from the principal EAST-WEST thoroughfares for traffic on the North Side of the city to routes not meant to cater for this traffic.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption Due To Traffic Diversions / Bus Gates	NTA-C9-2209	https://consult.nationaltransport.ie/en/field-collection/field-comments/3167	While there is signage in place displaying no right turn, this signage is frequently discarded by motorists travelling in this direction that the one way traffic is proposed. The one way direction either be changed for cars to travel down or further measures put in place to prevent cars from turning right.	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic Diversions / Bus Gates	NTA-C9-485	https://consult.nationaltransport.ie/en/field-collection/field-comments/857	removing a right turn onto same - this is not viable, people living here trying to negotiate from work and home daily, reducing our access, it cannot be reduced access for those of us who live here, this is not acceptable to make it harder to reach home and a more difficult route.	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to traffic diversions / Bus gates Character and Heritage	NTA-C9-165	https://consult.nationaltransport.ie/en/field-collection/field-comments/451	The addition of traffic lights at St Luke's cross is unnecessary. There is no major traffic at this junction even at peak times. The addition of more street clutter will detract from one of the cities most beautiful areas. There is also the proposal to prevent cars from turning right from the Ballyhooly road on to Gardiners Hill. This is completely unnecessary as it will force local traffic up the main road to get to their homes resulting in more traffic on the Ballyhooly road. The right turn does not cause it issue so why prevent it?	Please refer to the NTA response to issues 3 and 10.
STC B - Mayfield to City	Traffic Disruption due to traffic diversions / Bus gates Character and Heritage	NTA-C9-165	https://consult.nationaltransport.ie/en/field-collection/field-comments/451	The addition of traffic lights at St Luke's cross is unnecessary. There is no major traffic at this junction even at peak times. The addition of more street clutter will detract from one of the cities most beautiful areas. There is also the proposal to prevent cars from turning right from the Ballyhooly road on to Gardiners Hill. This is completely unnecessary as it will force local traffic up the main road to get to their homes resulting in more traffic on the Ballyhooly road. The right turn does not cause it issue so why prevent it?	Please refer to the NTA response to issues 3 and 10.
STC B - Mayfield to City	Traffic disruption due to traffic diversions / bus gates Community	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The plan does not support independent businesses like Mc Sweeneys corner shop. People wait and queue to enter at the front of the shop. The shop is an important hub of the community where neighbours meet. The proposal to reroute city traffic at that corner will make it dangerous and uncomfortable to wait or queue to use the shop and talk to each other.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Traffic disruption due to traffic diversions / bus gates	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	This local shop, which has been in the area for generations, serves all the community and would be impacted by the number of vehicles on this road.	Please refer to the NTA Response to Issues 3 and 9.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Community	NTA-C9-196	https://consult.nationaltransport.ie/en/field-collection/field-comments/489	The plan as it currently stands will adversely affect all those living in the area and doesn't work in terms of how the access around St Lukes, Ballyhooly Road, Harrington Square, Stream Hill and Old Youghal Road need to be used to get to the schools, shops, churches, credit union and residential areas. Current plans do not seem to take into account the busy school, steep hills, narrow roads	Please refer to the NTA response to issues 3 and 9.
STC B - Mayfield to City	Traffic disruption due to traffic diversions / bus gates Community	NTA-C9-848	https://consult.nationaltransport.ie/en/field-collection/field-comments/1329	The plan does not support independent businesses like Mc Sweeneys corner shop. People wait and queue to enter at the front of the shop. The shop is an important hub of the community where neighbours meet. The proposal to reroute city traffic at that corner will make it dangerous and uncomfortable to wait or queue to use the shop and talk to each other.	Please refer to the NTA Response to Issue 6.
STC B - Mayfield to City	Traffic disruption due to traffic diversions / bus gates Community	NTA-C9-1033	https://consult.nationaltransport.ie/en/field-collection/field-comments/1587	This local shop, which has been in the area for generations, serves all the community and would be impacted by the number of vehicles on this road.	Please refer to the NTA Response to Issues 3 and 9.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Community	NTA-C9-196	https://consult.nationaltransport.ie/en/field-collection/field-comments/489	The plan as it currently stands will adversely affect all those living in the area and doesn't work in terms of how the access around St Lukes, Ballyhooly Road, Harrington Square, Stream Hill and Old Youghal Road need to be used to get to the schools, shops, churches, credit union and residential areas. Current plans do not seem to take into account the busy school, steep hills, narrow roads	Please refer to the NTA response to issues 3 and 9.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Impact on	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	The houses at the top of Gardiner's Hill are 100 years old and do not have much foundation supporting the buildings. It is likely the increased traffic and heavier vehicles will have a negative impact on the buildings.	Please refer to the NTA Response to Issues 3 and 15.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Impact on	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	The houses at the top of Gardiner's Hill are 100 years old and do not have much foundation supporting the buildings. It is likely the increased traffic and heavier vehicles will have a negative impact on the buildings.	Please refer to the NTA Response to Issues 3 and 15.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Increased Noise and Air Pollution	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	It is not obvious that the designers of the proposed route have considered the potential traffic impact of the proposals on the local road network. Traffic congestion and delay leads to increased carbon emissions, human health issues due to increased toxic fumes/increased noise levels/poor air quality for local residents.	Please refer to the NTA Response to Issues 3 and 13.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Increased Noise and Air Pollution	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	It is not obvious that the designers of the proposed route have considered the potential traffic impact of the proposals on the local road network. Traffic congestion and delay leads to increased carbon emissions, human health issues due to increased toxic fumes/increased noise levels/poor air quality for local residents.	Please refer to the NTA Response to Issues 3 and 13.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Individual Response	NTA-C9-2319	https://consult.nationaltransport.ie/en/field-collection/field-comments/3625	St Lukes traffic lights will slow traffic and affect the natural flow - implement actual parking regulators to stop chronic double parking. Gardiners Hill - no right turn coming off Ballyhooley Road at St Lukes up Gardiners Hill. What will happen at peak school time?	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Individual Response	NTA-C9-2319	https://consult.nationaltransport.ie/en/field-collection/field-comments/3625	St Lukes traffic lights will slow traffic and affect the natural flow - implement actual parking regulators to stop chronic double parking. Gardiners Hill - no right turn coming off Ballyhooley Road at St Lukes up Gardiners Hill. What will happen at peak school time?	Please refer to the NTA Response to Issue 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Loss of Parking	NTA-C9-2792	https://consult.nationaltransport.ie/en/field-collection/field-comments/4103	I believe there are bus gates proposed so residents can't travel along Old Youghal Rd from Dillons X. your proposal to remove half of the green triangle for a foot/cyclepath and the one way systems from the church to facilitate cyclists will also create problems for residents moving around with ease. I understand all traffic will be redirected to New Road which already is always taken up with parked cars.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	Increase in traffic flowing will cause huge disruption. Cars from Old Youghal Rd and Gardiner's Hill will be forced to park here.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Loss of parking	NTA-C9-1275	https://consult.nationaltransport.ie/en/field-collection/field-comments/1928	Concern over traffic diverting to Ashburton Row where parking is already a problem for the residents and there are elderly residents using this street regularly who tend to use the road rather than the path	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates Loss of Parking	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2873	Parking will have to be impacted as it will simply not be possible for trucks to travel this proposed route, especially taking the left turn from New Road onto Gardiner's Hill without removing parking from this area.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Loss of Parking	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	Increase in traffic flowing will cause huge disruption. Cars from Old Youghal Rd and Gardiner's Hill will be forced to park here.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Loss of parking	NTA-C9-1275	https://consult.nationaltransport.ie/en/field-collection/field-comments/1928	Concern over traffic diverting to Ashburton Row where parking is already a problem for the residents and there are elderly residents using this street regularly who tend to use the road rather than the path	Please refer to the NTA response to issues 3 and 6.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates Loss of Parking	NTA-C9-1984	https://consult.nationaltransport.ie/en/field-collection/field-comments/2873	Parking will have to be impacted as it will simply not be possible for trucks to travel this proposed route, especially taking the left turn from New Road onto Gardiners Hill without removing parking from this area.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption Due To Traffic Diversions / Bus Gates	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1983	Traffic redirection and congestion on quiet residential roads, no place to pull in to access some of these services (butcher, chemist, pubs and cafes) will disrupt the area and the businesses.	Please refer to the NTA Response to Issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption Due To Traffic Diversions / Bus Gates	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1983	Traffic redirection and congestion on quiet residential roads, no place to pull in to access some of these services (butcher, chemist, pubs and cafes) will disrupt the area and the businesses.	Please refer to the NTA Response to Issues 3 and 6.
STC B - Mayfield to City	Traffic disruption due to traffic diversions / bus gates Loss of Parking Community	NTA-C9-1553	https://consult.nationaltransport.ie/en/field-collection/field-comments/2299	Slowing traffic down and limiting unnecessary passing through traffic is important, also the addition of green areas, tree planting and street scaping – this is what would benefit the St Lukes historic urban area. Definitely not an added priority bus lane and the removal of resident's parking. If parking is removed, then families will leave. There are no viable options available for alternative parking areas around here. St Lukes Cross will not benefit from Signalisation.	Please refer to the NTA Response to Issues 4, 6 and 9.
STC B - Mayfield to City	Traffic disruption due to traffic diversions / bus gates Loss of Parking Community	NTA-C9-1553	https://consult.nationaltransport.ie/en/field-collection/field-comments/2299	Slowing traffic down and limiting unnecessary passing through traffic is important, also the addition of green areas, tree planting and street scaping – this is what would benefit the St Lukes historic urban area. Definitely not an added priority bus lane and the removal of resident's parking. If parking is removed, then families will leave. There are no viable options available for alternative parking areas around here. St Lukes Cross will not benefit from Signalisation.	Please refer to the NTA Response to Issues 4, 6 and 9.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	St Lukes Cross proposals include the introduction of traffic lights which will adversely impact the efficient movement of traffic through the junction	Please refer to the NTA Response to Issues 3 and 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Reconsider the signalisation of St Lukes	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	Placement of traffic lights at the cross will result in an environment which promotes driver entitlement behaviour as well as reducing efficient passage of traffic through the junction.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/2851	The proposed northbound bus lane and the signalisation of St Lukes cross are unnecessary.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Need for sustainable transport corridor	NTA-C9-197	https://consult.nationaltransport.ie/en/field-collection/field-comments/491	One way system regarding Gardner's hill unreasonable, as it forces too much traffic into New Road, which is too narrow due to parking on both sides. One way system in Gardiner's hill unreasonable due to presence of school entrance. One way from old youghal road to Gardiner's hill incorrect as it suggests relying on the Church carpark as through Fare, which is usually locked on both sides and unsuitable as regular solution.	Please refer to the NTA response to issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates Need for	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	Proposed Bus lane northbound to St lukes cross. There is never traffic coming up this hill so why have a bus lane? Traffic lights at St Lukes Cross. Again, no traffic builds up here so no need for traffic light's.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1026	https://consult.nationaltransport.ie/en/field-collection/field-comments/1576	St Lukes Cross proposals include the introduction of traffic lights which will adversely impact the efficient movement of traffic through the junction	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1167	https://consult.nationaltransport.ie/en/field-collection/field-comments/1788	Reconsider the signalisation of St Lukes	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1386	https://consult.nationaltransport.ie/en/field-collection/field-comments/2093	Placement of traffic lights at the cross will result in an environment which promotes driver entitlement behaviour as well as reducing efficient passage of traffic through the junction.	Please refer to the NTA Response to Issues 3 and 4.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates	NTA-C9-1019	https://consult.nationaltransport.ie/en/field-collection/field-comments/2851	The proposed northbound bus lane and the signalisation of St Lukes cross are unnecessary.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Need for sustainable transport corridor	NTA-C9-197	https://consult.nationaltransport.ie/en/field-collection/field-comments/491	One way system regarding Gardner's hill unreasonable, as it forces too much traffic into New Road, which is too narrow due to parking on both sides. One way system in Gardiner's hill unreasonable due to presence of school entrance. One way from old youghal road to Gardiner's hill incorrect as it suggests relying on the Church carpark as through Fare, which is usually locked on both sides and unsuitable as regular solution.	Please refer to the NTA response to issues 3 and 4.
STC B - Mayfield to City	Traffic disruption due to Traffic Diversions / Bus Gates Need for	NTA-C9-475	https://consult.nationaltransport.ie/en/field-collection/field-comments/847	Proposed Bus lane northbound to St lukes cross. There is never traffic coming up this hill so why have a bus lane? Traffic lights at St Lukes Cross. Again, no traffic builds up here so no need for traffic light's.	Please refer to the NTA Response to Issues 3 and 4.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Pedestrian Infrastructure	NTA-C9-519	https://consult.nationaltransport.ie/en/field-collection/field-comments/898	The widening of the footpath on Mahony's Avenue- This area is already narrow to drive through, and widening the footpath will only increase the difficulty and time required to travel in this area. This is an absurd proposal, especially considering the fact that the current path is already wide enough! Left turn slip from Middle Glanmire Road to Summerhill North removed to facilitate easy pedestrian crossing- this slips helps traffic to move so why would you propose to have it removed? The provision of additional pedestrian crossings in St.Luke's Cross- There is already ample pedestrian crossings in this area so why add more? This in turn will increase traffic in the area, if cars and buses have to constantly stop to allow pedestrians to cross the road.	Please refer to the NTA Response to Issues 3 and 12.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Pedestrian Infrastructure	NTA-C9-519	https://consult.nationaltransport.ie/en/field-collection/field-comments/898	The widening of the footpath on Mahony's Avenue- This area is already narrow to drive through, and widening the footpath will only increase the difficulty and time required to travel in this area. This is an absurd proposal, especially considering the fact that the current path is already wide enough! Left turn slip from Middle Glanmire Road to Summerhill North removed to facilitate easy pedestrian crossing- this slips helps traffic to move so why would you propose to have it removed? The provision of additional pedestrian crossings in St.Luke's Cross- There is already ample pedestrian crossings in this area so why add more? This in turn will increase traffic in the area, if cars and buses have to constantly stop to allow pedestrians to cross the road.	Please refer to the NTA Response to Issues 3 and 12.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Pedestrian Infrastructure Schools in the area	NTA-C9-1975	https://consult.nationaltransport.ie/en/field-collection/field-comments/2861	I am a parent and live on a very narrow road without a footpath with considerable congestion as it is during school drop offs, This will be one of the only streets near the previously mentioned schools that will be accessible by car and there hasn't been any consideration of the secondary impact this will have on us by the inevitable increased congestion by the proposal.	Please refer to the NTA response to issues 3, 12 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-313	https://consult.nationaltransport.ie/en/field-collection/field-comments/651	it is absolutely irresponsible and a danger to plan To divert traffic around gardiners hill area.	Please refer to the NTA Response to Issues 1 and 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-313	https://consult.nationaltransport.ie/en/field-collection/field-comments/651	it is absolutely irresponsible and a danger to plan To divert traffic around gardiners hill area.	Please refer to the NTA Response to Issues 1 and 3.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Road User Safety Increased Noise and Air Pollution Schools in the area Individual Response	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	<p>By sending vehicular traffic down Through the North Ring Road, onto Silversprings Hill and then through the quays into town, it is sending local traffic into an already congested traffic system especially at peak times</p> <p>Along Middle Glanmire Road into St Luke's Cross and onto Summerhill into the City . There are two problems with this issue, the proposal to send more traffic on that route is just going to cause congestion at all times, the traffic joining from Leycester's Lane has to firstly have no traffic coming from either direction and then swing right at a very tight corner which can cause problems for normal sized vehicles let alone small vans or lorries, they will not be able to use this route.</p> <p>The vehicles that will use this route will journey onto St. Luke's Cross with the proposal to take away the left-hand slip road to Summerhill North will cause congestion as if the cars cannot cross the junction to Wellington Road – normally due to congestion – especially at peak times, or turn right up towards Dillons Cross – no cars going into the city can turn left and thus causing congestion which could go back all the way along the Middle Glanmire Road. If the left slip is gone, it means the vehicles will have to go out onto the opposite lane coming up Summerhill North as the junction is narrow and most cars would need to swing out in order to turn left.</p> <p>The journey up Murmont Park to the top of the hill onto Murmont Road and onwards. Firstly, the demographic age of this area is primarily +65, there a few younger families in the area so the proposal is sending an increase of traffic through an older residential road system which will cause undue stress to an older population with excessive traffic, noise, air pollution etc.</p> <p>There is a primary school facing the junction and the area is congested enough during the school year with the route being blocked due to school parking etc.</p> <p>There have often been incidences whereby the 7A bus cannot pass through the area due to the narrowness of the road and the parking of parents collecting or dropping to the school.</p> <p>As the route goes onto St. Joseph's Drive and onwards, this whole route is narrow roads that can barely handle the traffic currently on the route let alone the excess traffic that is now proposed.</p> <p>You are passing another school campus again with issues re school drop off etc.</p> <p>This route has been suggested to be a "QUITEWAY" for cyclists but yet it is suggested to send the majority of traffic from Mayfield through this area.</p> <p>Vehicles, then, move along down onto St Luke's cross, whereby they join the traffic coming from Dillons Cross along the Ballyhooly Road.</p> <p>This is hard to do during peak times as you will not let you out as it currently stands. let alone the excess traffic</p>	Please refer to the NTA Response to Issues 1, 3, 13 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Road User Safety Increased Noise and Air Pollution Schools in the area Individual Response	NTA-C9-1820	https://consult.nationaltransport.ie/en/field-collection/field-comments/2049	<p>By sending vehicular traffic down Through the North Ring Road, onto Silversprings Hill and then through the quays into town, it is sending local traffic into an already congested traffic system especially at peak times</p> <p>Along Middle Glanmire Road into St Luke's Cross and onto Summerhill into the City . There are two problems with this issue, the proposal to send more traffic on that route is just going to cause congestion at all times, the traffic joining from Leycester's Lane has to firstly have no traffic coming from either direction and then swing right at a very tight corner which can cause problems for normal sized vehicles let alone small vans or lorries, they will not be able to use this route.</p> <p>The vehicles that will use this route will journey onto St. Luke's Cross with the proposal to take away the left-hand slip road to Summerhill North will cause congestion as if the cars cannot cross the junction to Wellington Road – normally due to congestion – especially at peak times, or turn right up towards Dillons Cross – no cars going into the city can turn left and thus causing congestion which could go back all the way along the Middle Glanmire Road. If the left slip is gone, it means the vehicles will have to go out onto the opposite lane coming up Summerhill North as the junction is narrow and most cars would need to swing out in order to turn left.</p> <p>The journey up Murmont Park to the top of the hill onto Murmont Road and onwards. Firstly, the demographic age of this area is primarily +65, there a few younger families in the area so the proposal is sending an increase of traffic through an older residential road system which will cause undue stress to an older population with excessive traffic, noise, air pollution etc.</p> <p>There is a primary school facing the junction and the area is congested enough during the school year with the route being blocked due to school parking etc.</p> <p>There have often been incidences whereby the 7A bus cannot pass through the area due to the narrowness of the road and the parking of parents collecting or dropping to the school.</p> <p>As the route goes onto St. Joseph's Drive and onwards, this whole route is narrow roads that can barely handle the traffic currently on the route let alone the excess traffic that is now proposed.</p> <p>You are passing another school campus again with issues re school drop off etc.</p> <p>This route has been suggested to be a "QUITEWAY" for cyclists but yet it is suggested to send the majority of traffic from Mayfield through this area.</p> <p>Vehicles, then, move along down onto St Luke's cross, whereby they join the traffic coming from Dillons Cross along the Ballyhooly Road.</p> <p>This is hard to do during peak times as you will not let you out as it currently stands. let alone the excess traffic</p>	Please refer to the NTA Response to Issues 1, 3, 13 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Road User Safety Individual Response	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	There appears to be a Bus Gate at the New Road (near Dillons Cross) which would seem to suggest that traffic would be diverted up towards Gardiner's Hill and travel along a narrow road before rejoining the Old Youghal Road. The junction at the top of the New Road will become a major traffic congestion point as it is too narrow to have vehicles turning left and meeting those coming down St Josephs Drive. There are a number of schools on Gardiners Hill where traffic is already heavy especially around school opening and closing times there is a high risk of pedestrians injuries from accidents as well as vehicular.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Road User Safety Individual Response	NTA-C9-2327	https://consult.nationaltransport.ie/en/field-collection/field-comments/3633	There appears to be a Bus Gate at the New Road (near Dillons Cross) which would seem to suggest that traffic would be diverted up towards Gardiner's Hill and travel along a narrow road before rejoining the Old Youghal Road. The junction at the top of the New Road will become a major traffic congestion point as it is too narrow to have vehicles turning left and meeting those coming down St Josephs Drive. There are a number of schools on Gardiners Hill where traffic is already heavy especially around school opening and closing times there is a high risk of pedestrians injuries from accidents as well as vehicular.	Please refer to the NTA Response to Issue 3.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-1910	https://consult.nationaltransport.ie/en/field-collection/field-comments/2773	Several large schools in the area have an impact on traffic congestion and parking pressure BusConnects must be accompanied by strategies outlined in CMATS for reduction of car use for school transport including: i) the Safe Routes to Schools programmes ii) School Streets iii) drop-off areas for parents and school buses v) the promotion of Cycle Buses by parents. iii) Schools should be actively engaged to produce School Travel Plans and Green Schools plans that reduce car usage for transport as part of BusConnects and CycleConnects.	Please refer to the NTA response to issues 3 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-2093	https://consult.nationaltransport.ie/en/field-collection/field-comments/3017	Increased signage and traffic calming is required for the Schools on O'Mahonys Avenue and Gardiners Hill ought to be provided. The proposals do not consider the affects on children along Route B. This will have a negative effect on traffic approaching the junction from Mayfield/Tracton/Montenotte direction The filter lane has worked for many years. Instead, all traffic will be directed to a traffic light.	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-2315	https://consult.nationaltransport.ie/en/field-collection/field-comments/3621	Closing off a road for buses/taxi/cyclists only by Dillons Cross is going to cause huge traffic in the morning as the school traffic around the proposed new road is bad enough as it is. School and work commitments will not be met with the delay this will cause.	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the	NTA-C9-807	https://consult.nationaltransport.ie/en/field-collection/field-comments/1272	Opposed to routing mainstream traffic from the main road through this access road to a residential area. The road is an enclave for the elderly, the corner shop is where children congregate and it is a route to a school.	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-922	https://consult.nationaltransport.ie/en/field-collection/field-comments/1433	Gardner's Hill would have to be taken into consideration as that is the other entrance into the school which is very congested with traffic at school times as it is without and changes.	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the	NTA-C9-1699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1424	the funneling of traffic up New Road to Gardiner's Hill will increase traffic at an already very busy crossing for school going children and their families which currently has no pedestrian crossing.	Please refer to the NTA Response to Issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the	NTA-C9-1004	https://consult.nationaltransport.ie/en/field-collection/field-comments/1548	No provision is being made in the current model for the arrival and departure of literally thousands of children and their parents on a daily basis. The new model must consider the impact on St Patricks School.	Please refer to the NTA Response to Issues 3 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-631	https://consult.nationaltransport.ie/en/field-collection/field-comments/1038	<p>It would appear the bus gate will divert inbound city traffic up Murmont Park. Gaelscoil An Ghoirt Alainn (GGA) is located immediately at the top of the hill (Murmont Park) on Murmont Avenue.</p> <p>This area is significantly congested around the time of school opening and closing between 08:30 and again from 12:30 onwards.</p> <p>Any increase in traffic movement will impact both the school traffic, local traffic and the diverted traffic. Adding additional traffic to the local system will likely frustrate all road users and compromise safety.</p> <p>There is also the matter of emergency access to the school (and other schools in the area, there are several others) , which could be impacted by increases congestion at times during the day.</p>	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	<p>The proposed bus gate on Old Youghal Rd will force all traffic up New Rd and towards the direction of the school which will cause huge traffic flow problems.</p> <p>The proposed route will cause more traffic as the remaining car spaces around the schools where one can park to drop off their children will be taken up with residents cars who live locally.</p>	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to traffic diversions / bus gates Schools in the area	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2746	<p>There are 4 schools on Gardiners Hill at the St Patricks Campus. From Infant classes through Primary to secondary school. The schools are accessible by 2 Gates on Gardiners Hill and 2 on Ballyhooley Rd. There is also the Gaelscoil An Ghoirt Alainn up at Murmont. in this small area , the morning traffic is largely down to the movement to schools. It is gone, finished by 9.10am generally. There are two other school leaving times in the afternoon, with traffic a bit less frantic.</p> <p>Residents cannot get near or out of their homes at these times. Yet the Bus Connects Plan wants to sent all the Mayfield /Glanmire Traffic our way. Both ways.</p> <p>I urge you to look closely at this.</p>	Please refer to the NTA Response to Issues 3 and 18.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-1997	https://consult.nationaltransport.ie/en/field-collection/field-comments/2889	There are at least of 6no. Primary & Post Primary schools as well as one Third Level Institution accessed on or directly off Wellington Road at present. All of these educational facilities provide for thousands of students on a daily basis – coming from an extended hinterland around the city & its environs. The public transport bus routes proposed to serve the Wellington Road & McCurtain St. do not provide a viable option for even a reasonable fraction of the educational population of these facilities in the manner in which the current proposal is set out. Public Transport buses do not run from accessible parts of the city – for those who do not live adjacent to a bus route - meaning that even if people wish to use the public transport network, they will run into traffic congestion trying to access the bus routes – rather than trying to access the city centre – so there will be no reason for them to switch. Traffic congestion will simply be relocated – not reduced. The buses serving the Wellington Road/McCurtain St. area do not cover the complete catchment areas of the schools in question.	Please refer to the NTA Response to Issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the	NTA-C9-1699	https://consult.nationaltransport.ie/en/field-collection/field-comments/1424	the funneling of traffic up New Road to Gardiner's Hill will increase traffic at an already very busy crossing for school going children and their families which currently has no pedestrian crossing.	Please refer to the NTA Response to Issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the	NTA-C9-1004	https://consult.nationaltransport.ie/en/field-collection/field-comments/1548	No provision is being made in the current model for the arrival and departure of literally thousands of children and their parents on a daily basis. The new model must consider the impact on St Patricks School.	Please refer to the NTA Response to Issues 3 and 18.

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STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-658	https://consult.nationaltransport.ie/en/field-collection/field-comments/1074	<p>The proposed bus gate on Old Youghal Rd will force all traffic up New Rd and towards the direction of the school which will cause huge traffic flow problems.</p> <p>The proposed route will cause more traffic as the remaining car spaces around the schools where one can park to drop off their children will be taken up with residents cars who live locally.</p>	Please refer to the NTA response to issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to traffic diversions / bus gates Schools in the area	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/2746	<p>There are 4 schools on Gardiners Hill at the St Patricks Campus. From Infant classes through Primary to secondary school. The schools are accessible by 2 Gates on Gardiners Hill and 2 on Ballyhooley Rd. There is also the Gaelscoil An Ghoirt Alainn up at Murmont. in this small area , the morning traffic is largely down to the movement to schools. It is gone, finished by 9.10am generally. There are two other school leaving times in the afternoon, with traffic a bit less frantic.</p> <p>Residents cannot get near or out of their homes at these times. Yet the Bus Connects Plan wants to sent all the Mayfield /Glanmire Traffic our way. Both ways.</p> <p>I urge you to look closely at this.</p>	Please refer to the NTA Response to Issues 3 and 18.

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STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Schools in the area	NTA-C9-1997	https://consult.nationaltransport.ie/en/field-collection/field-comments/2889	There are at least of 6no. Primary & Post Primary schools as well as one Third Level Institution accessed on or directly off Wellington Road at present. All of these educational facilities provide for thousands of students on a daily basis – coming from an extended hinterland around the city & its environs. The public transport bus routes proposed to serve the Wellington Road & McCurtain St. do not provide a viable option for even a reasonable fraction of the educational population of these facilities in the manner in which the current proposal is set out. Public Transport buses do not run from accessible parts of the city – for those who do not live adjacent to a bus route - meaning that even if people wish to use the public transport network, they will run into traffic congestion trying to access the bus routes – rather than trying to access the city centre – so there will be no reason for them to switch. Traffic congestion will simply be relocated – not reduced. The buses serving the Wellington Road/McCurtain St. area do not cover the complete catchment areas of the schools in question.	Please refer to the NTA Response to Issues 3 and 18.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Technical Surveys / Data	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	The traffic impact of the scheme on the community on Summerhill North has not been analysed appropriately with traffic modelling to assess congestion and delay. There is a concern that the proposed scheme may worsen traffic.	Please refer to the NTA Response to Issues 3 and 17.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	The traffic impact of the scheme on the community has not been analysed appropriately with traffic modelling to assess congestion and delay.	Please refer to the NTA Response to Issues 3 and 17.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Technical Surveys / Data	NTA-C9-2077	https://consult.nationaltransport.ie/en/field-collection/field-comments/2997	The traffic impact of the scheme on the community on Summerhill North has not been analysed appropriately with traffic modelling to assess congestion and delay. There is a concern that the proposed scheme may worsen traffic.	Please refer to the NTA Response to Issues 3 and 17.

Category	Theme	References	URLs	Statement	Response
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions / Bus Gates Technical Surveys / Data	NTA-C9-2133	https://consult.nationaltransport.ie/en/field-collection/field-comments/3071	The traffic impact of the scheme on the community has not been analysed appropriately with traffic modelling to assess congestion and delay.	Please refer to the NTA Response to Issues 3 and 17.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions Loss of parking	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2788	Removing car parking along Summerhill and Ballyhooly road could shift many more car users down onto O'Mahony's Avenue. O'Mahony's Avenue is a road which is hardly fit for purpose, given the large volumes of traffic that use it.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic Disruption due to Traffic Diversions Loss of parking	NTA-C9-1920	https://consult.nationaltransport.ie/en/field-collection/field-comments/2788	Removing car parking along Summerhill and Ballyhooly road could shift many more car users down onto O'Mahony's Avenue. O'Mahony's Avenue is a road which is hardly fit for purpose, given the large volumes of traffic that use it.	Please refer to the NTA response to issues 3 and 6.
STC B - Mayfield to City	Traffic disruption due to traffic diversions/ bus gates	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	Is unclear on the maps is it the intention to redirect traffic from the Library at Murmont Park to Rejoin Old Youghal Rd via Murmont Lawn ? turn left at Murmount Lawn and down to Middle Glanmire Road?)	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic diversions/ bus gates	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The existing right turn ban at Mahony's Avenue is frequently disregarded by motorists. Further infrastructure which prevents a right turn should be considered	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic diversions/ bus gates	NTA-C9-1884	https://consult.nationaltransport.ie/en/field-collection/field-comments/1981	Is unclear on the maps is it the intention to redirect traffic from the Library at Murmont Park to Rejoin Old Youghal Rd via Murmont Lawn ? turn left at Murmount Lawn and down to Middle Glanmire Road?)	Please refer to the NTA response to issue 3.
STC B - Mayfield to City	Traffic disruption due to traffic diversions/ bus gates	NTA-C9-1898	https://consult.nationaltransport.ie/en/field-collection/field-comments/2762	The existing right turn ban at Mahony's Avenue is frequently disregarded by motorists. Further infrastructure which prevents a right turn should be considered	Please refer to the NTA response to issue 3.



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