



Mayfield to City

Sustainable Transport Corridor

Emerging Preferred Route – Public Consultation Report
June 2022 – Oct 2022



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.

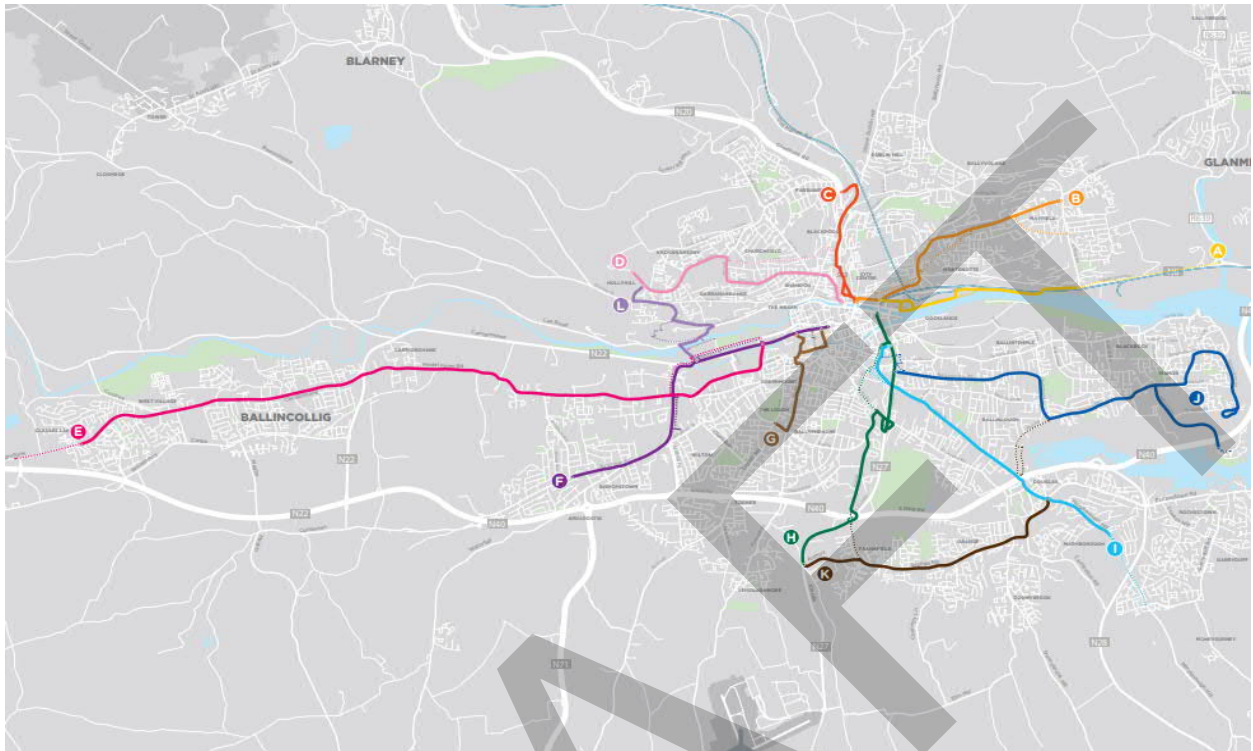


Figure 1: Sustainable Transport Corridors Emerging Preferred Routes

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

Overall, there were 345 submissions received that related to the Mayfield to City STC B. In addition to this, 474 submissions were also received that referred to multiple sustainable transport corridors. 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 that specifically related to STC B were reviewed, along with the 474 general submissions. 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
General submissions relating to multiple corridors	474

Appendix A provides in-depth listing of the various issues that were specific to STC B and a response to same. Appendix B provides listings and responses to submissions that related to multiple STC's.

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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, which removes 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 the potential impact on the boundary and retaining walls at Beechmount Place / Alexandra Place on the northern side of the road.
- The proposals 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

RESPONSES TO SUBMISSIONS ON
STC B

Reference	Submission Statement	NTA Response
NTA-C9-2	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 8.
NTA-C9-3	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.
NTA-C9-19	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. The PRO has been updated in this location to amend the parking in this area and retain access to the existing properties.
NTA-C9-86	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.
NTA-C9-86	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.
NTA-C9-145	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.
NTA-C9-165	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.
NTA-C9-165	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.
NTA-C9-165	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.
NTA-C9-165	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.
NTA-C9-196	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.
NTA-C9-196	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 issues 5 and 9.
NTA-C9-196	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.
NTA-C9-196	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.
NTA-C9-197	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.
NTA-C9-197	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.

Reference	Submission Statement	NTA Response
NTA-C9-197	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.
NTA-C9-199	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.
NTA-C9-205	By removing parking property will be devalued	Please refer to the NTA response to issue 6 and 15
NTA-C9-205	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.
NTA-C9-215	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.
NTA-C9-236	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.
NTA-C9-236	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.
NTA-C9-237	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.
NTA-C9-238	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.
NTA-C9-238	hese plans have the potential to ruin its character and the lives of residents.	Please refer to the NTA Response to Issues 9 and 10.
NTA-C9-238	All residents deserve the right to have access to parking	Please refer to the NTA response to issue 6.
NTA-C9-243	This proposed corridor will have an enormous negative effect on neighbourhoods and communities.	Please refer to the NTA Response to Issue 9.
NTA-C9-243	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.
NTA-C9-255	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.
NTA-C9-258	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.
NTA-C9-262	The number 7 or 8 buses will not take me to any of my destinations.	Please refer to the NTA Response to Issue 14.
NTA-C9-262	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.
NTA-C9-262	Where are the wheelchair parking spaces going to go	Please refer to the NTA response to issue 6.
NTA-C9-277	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.
NTA-C9-286	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.
NTA-C9-286	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.
NTA-C9-286	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.
NTA-C9-286	No space for parents to safely drop off or pick up small children.	Please refer to the NTA Response to Issues 1 and 18.
NTA-C9-288	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.

Reference	Submission Statement	NTA Response
NTA-C9-289	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.
NTA-C9-289	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.
NTA-C9-291	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.
NTA-C9-291	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.
NTA-C9-291	Were the residents even consulted about this?	Please refer to the NTA Response to Issue 7.
NTA-C9-291	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.
NTA-C9-293	I am objecting to the removal of off-street parking on the old youghal road	Please refer to the NTA response to issue 6.
NTA-C9-293	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.
NTA-C9-293	Cyclists on footpaths - As a pedestrian I find this very dangerous	Please refer to the NTA Response to Issue 1.
NTA-C9-300	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.
NTA-C9-300	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.
NTA-C9-300	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. 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.	Please refer to the NTA Response to Issues 1 and 6.
NTA-C9-300	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.
NTA-C9-301	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.
NTA-C9-301	The noise and air pollution on Summerhill North is already above legally acceptable levels	Please refer to the NTA Response to Issue 13.
NTA-C9-301	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.
NTA-C9-301	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.
NTA-C9-301	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.

Reference	Submission Statement	NTA Response
NTA-C9-301	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 Issues 1 and 18.
NTA-C9-309	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.
NTA-C9-309	Prioritising pedestrians at St. Luke's cross is very welcome.	Please refer to the NTA Response to Issue 19.
NTA-C9-313	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.
NTA-C9-313	it is absolutely irresponsible and a danger to plan To divert traffic around gardeners hill area.	Please refer to the NTA Response to Issues 1 and 3.
NTA-C9-322	Very few people will use cycle lanes in this hilly area	Please refer to the NTA Response to Issue 11.
NTA-C9-322	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.
NTA-C9-322	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.
NTA-C9-327	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.
NTA-C9-327	One wonders is there going to be located at its bottom safety nets and a permanent first-aid station.	Please refer to the NTA Response to Issues 1 and 12.
NTA-C9-334	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.
NTA-C9-334	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.
NTA-C9-334	When it rains or there is a slight frost these hills are very dangerous	Please refer to the NTA Response to Issue 1.
NTA-C9-339	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.
NTA-C9-339	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 Issues 3 and 4.
NTA-C9-339	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.
NTA-C9-376	but we have a major lack of parking space Ballyhooly Road	Please refer to the NTA response to issue 6.
NTA-C9-391	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 shoul 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.

Reference	Submission Statement	NTA Response
NTA-C9-391	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.
NTA-C9-399	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.
NTA-C9-399	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.
NTA-C9-400	residents need parking spaces outside their houses, not a 10-15 min walk away	Please refer to the NTA response to issue 6.
NTA-C9-423	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 6.
NTA-C9-423	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.
NTA-C9-426	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.
NTA-C9-426	Local business' and houses depend on the limited car spaces there is at present.	Please refer to the NTA response to issue 6.
NTA-C9-426	There is allready 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.
NTA-C9-426	St Luke's area is allready a busy area. Traffic to an 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.
NTA-C9-427	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 Issue 10.
NTA-C9-427	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.
NTA-C9-427	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 10.
NTA-C9-428	I feel it's not going to be as safe for my children anymore.	Please refer to the NTA Response to Issue 1.
NTA-C9-428	much more congested by diverting traffic along murmount avenue and down gardiners hill.	Please refer to the NTA response to issue 3.
NTA-C9-430	Taking people's parking spaces	Please refer to the NTA response to issue 6.
NTA-C9-430	a proposed cycle way through st Joseph's church	Please refer to the NTA Response to Issue 10.
NTA-C9-432	it will completely ruin the character	Please refer to the NTA response to issue 10.
NTA-C9-432	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.
NTA-C9-435	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.
NTA-C9-441	There is simply no where to park my car.	Please refer to the NTA response to issue 6.
NTA-C9-461	Affect property value in the area.	Please refer to the NTA Response to Issue 15.
NTA-C9-461	As home owners this would make finding parking space inpossible, access to terrace house with shopping etc.	Please refer to the NTA response to issue 6.
NTA-C9-469	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.
NTA-C9-469	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.
NTA-C9-469	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.
NTA-C9-474	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 Issues 4 and 6.
NTA-C9-475	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 (Ballyhooly Road)	Please refer to the NTA Response to Issue 11.
NTA-C9-475	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.
NTA-C9-475	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.

Reference	Submission Statement	NTA Response
NTA-C9-475	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.
NTA-C9-475	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.
NTA-C9-475	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.
NTA-C9-475	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.
NTA-C9-475	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.
NTA-C9-485	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.
NTA-C9-485	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.
NTA-C9-485	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.
NTA-C9-485	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.
NTA-C9-486	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.
NTA-C9-486	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 alrady 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.
NTA-C9-486	Cycle lanes are 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.
NTA-C9-490	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.
NTA-C9-503	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.
NTA-C9-503	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.
NTA-C9-503	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.
NTA-C9-518	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.
NTA-C9-518	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.

Reference	Submission Statement	NTA Response
NTA-C9-519	<p>it's a well-known fact that merging into lanes ALWAYS causes traffic to build up.</p> <p>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.</p> <p>If the lights at these junctions simply operated in sync with each other, traffic would move far more freely.</p>	Please refer to the NTA Response to Issue 8.
NTA-C9-519	<p>I strongly object to the Bus Connects Route B and would like to highlight the following issues that I see with this proposal</p> <p>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.</p>	Please refer to the NTA Response to Issue 6.
NTA-C9-519	<p>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?</p>	Please refer to the NTA response to issues 4, 5 and 16.
NTA-C9-519	<p>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!</p> <p>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?</p> <p>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.</p>	Please refer to the NTA Response to Issues 3 and 12.
NTA-C9-522	<p>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.</p> <p>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</p>	Please refer to the NTA Response to Issues 6 and 9.
NTA-C9-522	<p>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.</p>	Please refer to the NTA response to issue 5.
NTA-C9-526	<p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issue 11.
NTA-C9-534	<p>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</p>	Please refer to the NTA response to issue 6.
NTA-C9-534	<p>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</p>	Please refer to the NTA Response to Issue 1.
NTA-C9-536	<p>I wish to raise an objection to the proposed transport corridor 'B' (Mayfield to city centre)</p> <p>The proposed changes to the car parking arrangements on the Ballyhooley Rd will have a detrimental effect on our business at St. Lukes Cross.</p> <p>Many of my patrons are elderly and infirm and need to park in close proximity to our business</p>	Please refer to the NTA Response to Issue 6.
NTA-C9-537	<p>I object to the bus connect route plans for ballyhooly road due to its impact on residents.</p> <p>As it is there is very little parking for the residents causing many issues.</p> <p>This restricts access to peoples homes and work places and is unacceptable for the future of our community.</p>	Please refer to the NTA Response to Issues 6 and 9.
NTA-C9-543	<p>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,.</p>	Please refer to the NTA response to issue 6.
NTA-C9-543	<p>I am extremely concerned about changes to parking & traffic layout in the area as outlined in the Bus Connects plan.</p> <p>The current layout is dangerous as is , despite it being raised by parents with the council.</p> <p>90% of Traffic travelling up O'Mahony's Ave makes an illegal turn onto Summerhill North.</p> <p>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.</p>	Please refer to the NTA Response to Issues 1, 3, 6 and 18.
NTA-C9-544	<p>I oppose the planned changes to Ballyhooly Road, Cork and see no possible reason for them.</p> <p>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.</p>	Please refer to the NTA response to issues 4 and 6.

Reference	Submission Statement	NTA Response
NTA-C9-562	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.
NTA-C9-562	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.
NTA-C9-563	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.
NTA-C9-571	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.
NTA-C9-571	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.
NTA-C9-571	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. In addition , the massive loss of parking on Summerhill and Wellington Road will force more and more cars to compete for the few spaces left on Ballyhooley Road, making it even more difficult for residents to park near their homes.	Please refer to the NTA response to issue 6.
NTA-C9-577	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. 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. 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. 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).	Please refer to the NTA Response to Issues 4 and 8.
NTA-C9-577	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.
NTA-C9-577	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.
NTA-C9-577	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.
NTA-C9-577	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.
NTA-C9-577	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.

Reference	Submission Statement	NTA Response
NTA-C9-577	<p>Any sensible cyclist would prefer the longer route from St Lukes Cross via Dilllon'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 lest steep stretch running from Bridge street to the base of Patrick's Hill.</p>	Please refer to the NTA Response to Issue 11.
NTA-C9-577	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.
NTA-C9-577	<p>You admitted you hadn't done any studies w.r.t. the effects of your proposed route on the businesses thereon.</p> <p>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).</p> <p>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.</p> <p>You had not done a study or survey of where residents actually commute, how they commute and consequently, their need for a car.</p> <p>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).</p> <p>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).</p>	Please refer to the NTA response to issues 7, 17 and 18.
NTA-C9-577	<p>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.</p> <p>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.</p> <p>So, given all the above, where do you envisage these cars being displaced to given the already tight parking pressures on adjacent streets?</p>	Please refer to the NTA response to issue 6.
NTA-C9-577	when the banks start reposessing potentially unsaleable properties (due to their devaluation on foot of losing valuable parking amenity)	Please refer to the NTA response to issue 6.
NTA-C9-577	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.
NTA-C9-577	Few if any additional trees are shown in your proposals.	Please refer to the NTA response to issue 5.
NTA-C9-577	few if any passive traffic calming measures are being introduced.	Please refer to the NTA Response to Issue 1.
NTA-C9-584	<p>These proposals will destroy a fabulous area that has so many families and businesses in it.</p> <p>I can understand that things have to be improved but not at the cost of locals loosing parking spaces which are limited anyway.</p> <p>Not at the cost of loosing gardens.</p> <p>Not at the cost of affecting the businesses which keep the area alive.</p>	Please refer to the NTA response to issues 6, 9, and 16
NTA-C9-597	<p>The removal of parking on the Ballyhooley Road, Old Youghal Road, Gardiners Hill, Wellington Road and Summerhill North is devesting to the local communities.</p> <p>These parking spaces are being removed with no gain to the people in these areas.</p> <p>Parking on the areas effected is being reduced by 71% without and alternatives.</p>	Please refer to the NTA response to issue 6.
NTA-C9-617	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.
NTA-C9-617	I am totally apposed to the removal of the parking from the Ballyhooley Road and the adjoining Summer Hill, Wellington Road and Gardeners Hill area.	Please refer to the NTA response to issue 6.

Reference	Submission Statement	NTA Response
NTA-C9-631	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.
NTA-C9-631	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.
NTA-C9-631	It would appear the bus gate will divert inbound city traffic up Murmount Park. Gaelscoil An Ghoirt Alainn (GGA) is located immediately at the top of the hill (Murmout Park) on Murmont Avenue. This area is significantly congested around the time of school opening and closing between 08:30 and again from 12:30 onwards. 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. 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.	Please refer to the NTA response to issues 3 and 18.
NTA-C9-640	St Luke's is a uniquely historic village in the city.	Please refer to the NTA response to issue 10.
NTA-C9-640	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.
NTA-C9-640	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.
NTA-C9-658	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.
NTA-C9-658	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.
NTA-C9-658	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.
NTA-C9-658	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.
NTA-C9-658	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.
NTA-C9-658	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.
NTA-C9-658	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.
NTA-C9-658	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. 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.	Please refer to the NTA response to issues 3 and 18.
NTA-C9-667	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.
NTA-C9-681	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.

Reference	Submission Statement	NTA Response
NTA-C9-681	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.
NTA-C9-681	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.
NTA-C9-681	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.
NTA-C9-681	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.
NTA-C9-681	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.
NTA-C9-681	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.
NTA-C9-681	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.
NTA-C9-691	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.
NTA-C9-691	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.
NTA-C9-691	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.
NTA-C9-691	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.
NTA-C9-691	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.
NTA-C9-691	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.
NTA-C9-699	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.
NTA-C9-699	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.
NTA-C9-699	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.
NTA-C9-699	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.
NTA-C9-699	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.

Reference	Submission Statement	NTA Response
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-702	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.
NTA-C9-719	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.
NTA-C9-744	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.
NTA-C9-744	You will be taking value from the home owners of the locality	Please refer to the NTA Response to Issue 15.
NTA-C9-744	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.
NTA-C9-744	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 Ballyhooly 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.
NTA-C9-750	Delivery drivers require access to properties	Please refer to the NTA Response to Issue 2.
NTA-C9-750	We need to improve our bus routes and frequencys	Please refer to the NTA Response to Issue 14.
NTA-C9-750	Need to improve incorporate new cycle lanes within these routes	Please refer to the NTA Response to Issue 11.
NTA-C9-750	The loss of on street parking would be an irreversible mistake	Please refer to the NTA response to issue 6.
NTA-C9-750	Elderly people will not have parking options	Please refer to the NTA response to issues 6 and 9.
NTA-C9-750	There should be no loss of private property to implement this scheme.	Please refer to the NTA response to issues 15 and 16.
NTA-C9-753	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.
NTA-C9-753	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.
NTA-C9-768	The roads are too steep for cycle lanes which will add to congestion	Please refer to the NTA Response to Issue 11.
NTA-C9-768	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.

Reference	Submission Statement	NTA Response
NTA-C9-768	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.
NTA-C9-772	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.
NTA-C9-772	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.
NTA-C9-772	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.
NTA-C9-772	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.
NTA-C9-783	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.
NTA-C9-783	The loss of car parking will cause disruption to the community.	Please refer to the NTA response to issue 6.
NTA-C9-788	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.
NTA-C9-793	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.
NTA-C9-793	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.
NTA-C9-793	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.
NTA-C9-793	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.
NTA-C9-793	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.
NTA-C9-793	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.
NTA-C9-793	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.
NTA-C9-803	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.
NTA-C9-806	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.
NTA-C9-806	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.
NTA-C9-807	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.
NTA-C9-807	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.
NTA-C9-807	The cycling routes are very steep for basic cyclists.	Please refer to the NTA Response to Issue 11.
NTA-C9-807	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.
NTA-C9-807	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.

Reference	Submission Statement	NTA Response
NTA-C9-807	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.
NTA-C9-807	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.
NTA-C9-807	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.
NTA-C9-810	The enlargement of the carraigeway 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.
NTA-C9-810	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.
NTA-C9-810	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.
NTA-C9-810	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.
NTA-C9-810	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.
NTA-C9-828	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.
NTA-C9-833	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.
NTA-C9-833	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.
NTA-C9-833	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.
NTA-C9-833	Please show where the stret parking spaces are to be removed and where each space will be replaced	Please refer to the NTA response to issue 6.
NTA-C9-833	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 Álainn, St Patrick's School, Mayfield Community School, Library, St Michael's School, Mayfield commercial area.	Please refer to the NTA response to issue 3.
NTA-C9-838	The area is rich in architectural heritage which this proposal is at odds with.	Please refer to the NTA response to issue 10.
NTA-C9-838	There will be significant negative impact on the residents quality of life	Please refer to the NTA Response to Issue 9.
NTA-C9-838	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.
NTA-C9-842	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.
NTA-C9-848	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.
NTA-C9-848	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.
NTA-C9-848	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.

Reference	Submission Statement	NTA Response
NTA-C9-848	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.
NTA-C9-848	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.
NTA-C9-848	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.
NTA-C9-848	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.
NTA-C9-861	Cyclists prefer cycling along Ballyhooley Road to Dillons Cross.	Please refer to the NTA Response to Issue 11.
NTA-C9-861	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.
NTA-C9-861	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.
NTA-C9-865	The proposal will strip the area of it's village character.	Please refer to the NTA response to issue 10.
NTA-C9-865	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.
NTA-C9-865	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.
NTA-C9-875	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.	Please refer to the NTA Response to Issues 8 and 18.
NTA-C9-875	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.
NTA-C9-875	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.	Please refer to the NTA Response to Issues 6 and 18.
NTA-C9-875	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.
NTA-C9-875	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.
NTA-C9-879	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 Josephe's drive to St Joseph's Church.	Noted.
NTA-C9-879	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, Leicester'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.
NTA-C9-880	Object to construction and changes surrounding cycle lanes.	Please refer to the NTA Response to Issue 11.

Reference	Submission Statement	NTA Response
NTA-C9-911	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.
NTA-C9-911	Each house should be guaranteed one parking space.	Please refer to the NTA response to issue 6.
NTA-C9-911	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.
NTA-C9-911	Forcing people to park somewhere else apart from their home would be dangerous.	Please refer to the NTA Response to Issues 1 and 6.
NTA-C9-912	Removal of car parking spaces will prevent people from accessing homes.	Please refer to the NTA Response to Issue 2 and 6.
NTA-C9-912	Objection to removal of 150 year old wall on Wellington Road	Please refer to the NTA response to issue 10.
NTA-C9-912	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.
NTA-C9-912	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.
NTA-C9-912	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.
NTA-C9-912	Objection to one way traffic on Gardiner's Hill.	Please refer to the NTA response to issue 3.
NTA-C9-912	Object to the removal of right turn from Ballyhooly Road onto Gardiner's Hill	Please refer to the NTA response to issue 3.
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-919	There is too steep a gradient on Gardiners Hill for cycle lane.	Please refer to the NTA Response to Issue 11.
NTA-C9-919	Maps indicate that almost all on-street parking will be removed from 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. 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.
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-919	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.

Reference	Submission Statement	NTA Response
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-919	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.
NTA-C9-922	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.
NTA-C9-922	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.
NTA-C9-925	I 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.
NTA-C9-925	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.
NTA-C9-936	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.
NTA-C9-940	I am curious why no provisions for the safety of children is being provided at the drop off and collection of the kids during the school year.	Please refer to the NTA response to issue 18.
NTA-C9-946	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.
NTA-C9-946	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.
NTA-C9-946	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.
NTA-C9-946	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.

Reference	Submission Statement	NTA Response
NTA-C9-946	The bottleneck will remain at St Lukes Shops.	Please refer to the NTA Response to Issue 3.
NTA-C9-947	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.
NTA-C9-947	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.
NTA-C9-947	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 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.
NTA-C9-958	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.
NTA-C9-958	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.
NTA-C9-958	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.
NTA-C9-965	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.
NTA-C9-965	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.
NTA-C9-970	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.
NTA-C9-971	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.
NTA-C9-979	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.
NTA-C9-980	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.
NTA-C9-980	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.
NTA-C9-980	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.
NTA-C9-980	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.
NTA-C9-983	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.
NTA-C9-983	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.

Reference	Submission Statement	NTA Response
NTA-C9-996	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.
NTA-C9-1004	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.
NTA-C9-1004	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.
NTA-C9-1011	Strong opposition to running a cycle lane on Gardiners Hill – Ashburton Hill.	Please refer to the NTA Response to Issue 11.
NTA-C9-1011	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.
NTA-C9-1011	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.
NTA-C9-1011	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.
NTA-C9-1011	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.
NTA-C9-1019	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.
NTA-C9-1019	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.
NTA-C9-1019	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/Ballyhooly Road has a more gradual incline. They are unsuitable for the vast majority of cyclists.	Please refer to the NTA Response to Issue 11.
NTA-C9-1019	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.
NTA-C9-1019	Our community needs more trees and planting to soften the area and absorb carbon emissions.	Please refer to the NTA response to issue 5.
NTA-C9-1019	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.
NTA-C9-1019	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.
NTA-C9-1019	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.
NTA-C9-1026	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.
NTA-C9-1026	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.
NTA-C9-1026	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.
NTA-C9-1026	Car parking and wholesale removal of on street parking in the Summerhill, St Lukes, Wellington Rd and Ballyhooly 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.

Reference	Submission Statement	NTA Response
NTA-C9-1026	The removal of set down areas that serve existing businesses (opposite the Post Office on Ballyhooly 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.
NTA-C9-1026	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.
NTA-C9-1026	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.
NTA-C9-1026	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.
NTA-C9-1026	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.
NTA-C9-1026	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.
NTA-C9-1031	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.
NTA-C9-1031	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.
NTA-C9-1033	Please confirm the Toll and Water trough are remaining at St Lukes cross.	Please refer to the NTA response to issue 10.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	Summerhill North is not wide enough to install a bus lane.	Please refer to the NTA Response to Issue 3 and 4.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1033	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.
NTA-C9-1047	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 have approx 2,200 on its payroll.	Please refer to the NTA Response to Issue 14.
NTA-C9-1047	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.
NTA-C9-1047	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.
NTA-C9-1047	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 Josephs's church Objection to the proposal to cycle down Patrick's Hill	Please refer to the NTA Response to Issue 11.

Reference	Submission Statement	NTA Response
NTA-C9-1047	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.
NTA-C9-1047	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.
NTA-C9-1047	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.
NTA-C9-1047	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.
NTA-C9-1047	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.
NTA-C9-1053	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.
NTA-C9-1053	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.
NTA-C9-1053	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.
NTA-C9-1053	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.
NTA-C9-1053	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.
NTA-C9-1053	To remove the limited set down areas will have serious implications for local business	Please refer to the NTA Response to Issue 6.
NTA-C9-1053	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.
NTA-C9-1053	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.
NTA-C9-1056	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.
NTA-C9-1056	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.
NTA-C9-1056	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.
NTA-C9-1056	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.
NTA-C9-1056	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.
NTA-C9-1061	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.
NTA-C9-1061	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.
NTA-C9-1061	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.
NTA-C9-1061	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.

Reference	Submission Statement	NTA Response
NTA-C9-1061	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.
NTA-C9-1061	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.
NTA-C9-1061	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.
NTA-C9-1061	No clear alternative route for traffic at the proposed bus gates for Old Youghal road	Please refer to the NTA response to issue 3.
NTA-C9-1080	There is no point in expecting cyclists to choose to cycle up Gardiners Hill	Please refer to the NTA Response to Issue 11.
NTA-C9-1080	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.
NTA-C9-1080	The green triangle at the top of Gardiners Hill should remain as it is	Please refer to the NTA response to issue 5.
NTA-C9-1080	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.
NTA-C9-1085	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.
NTA-C9-1085	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.
NTA-C9-1127	Proposed route will not take me to my place of work	Please refer to the NTA Response to Issue 14.
NTA-C9-1127	Objection to the uphill cycle track towards Mayfield due to the steep gradient	Please refer to the NTA Response to Issue 11.
NTA-C9-1127	Objection to the removal of parking	Please refer to the NTA response to issue 6.
NTA-C9-1127	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.
NTA-C9-1131	Objection to the removal of parking	Please refer to the NTA response to issue 6.
NTA-C9-1138	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.
NTA-C9-1138	Consider making both Summerhill North and Wellington Road, one way streets in alternate directions.	Please refer to the NTA Response to Issue 8.
NTA-C9-1138	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.
NTA-C9-1138	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.
NTA-C9-1138	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.
NTA-C9-1138	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.
NTA-C9-1138	Has any thought been put into providing Parking for the disabled?	Please refer to the NTA response to issue 6.
NTA-C9-1138	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.
NTA-C9-1138	With the exception of the rush hour traffic, the traffic flows very well	Please refer to the NTA Response to Issue 4.
NTA-C9-1138	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.
NTA-C9-1138	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.
NTA-C9-1139	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.
NTA-C9-1139	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.
NTA-C9-1143	Proposal would destroy a unique area of the city	Please refer to the NTA response to issue 10.
NTA-C9-1143	"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.
NTA-C9-1143	Objection to the removal of residents parking	Please refer to the NTA response to issue 6.
NTA-C9-1143	This area is perfectly served by the current 208 bus route	Please refer to the NTA Response to Issue 4.
NTA-C9-1143	Objection to the removal of green areas	Please refer to the NTA response to issue 5.

Reference	Submission Statement	NTA Response
NTA-C9-1147	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.
NTA-C9-1147	Local businesses will be less utilised	Please refer to the NTA Response to Issue 9.
NTA-C9-1147	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.
NTA-C9-1147	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.
NTA-C9-1147	Property along the route will be devalued	Please refer to the NTA Response to Issue 15.
NTA-C9-1147	Objection to the removal of parking	Please refer to the NTA response to issue 6.
NTA-C9-1147	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.
NTA-C9-1147	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.
NTA-C9-1147	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.
NTA-C9-1147	Concern over the impact on businesses analysis being carried out	Please refer to the NTA Response to Issues 6 and 17.
NTA-C9-1147	Concerns regarding the safety of children walking to schools in the area	Please refer to the NTA Response to Issues 1, 12 and 18.
NTA-C9-1147	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.
NTA-C9-1147	Concern over the lack of traffic surveys being completed	Please refer to the NTA Response to Issue 17.
NTA-C9-1147	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.
NTA-C9-1155	St Joseph's Church is listed on the National Inventory of Architectural Heritage (NIAH) register	Please refer to the NTA response to issue 10.
NTA-C9-1155	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.
NTA-C9-1167	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.
NTA-C9-1167	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.
NTA-C9-1167	This 3-lane carriageway will sever our community cohesion	Please refer to the NTA Response to Issue 9.
NTA-C9-1167	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.
NTA-C9-1167	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.
NTA-C9-1167	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.
NTA-C9-1167	Objection to the removal of approximately 95% of the parking spaces along Summerhill North	Please refer to the NTA response to issue 6.
NTA-C9-1167	Objection to the proposed dedicated bus lane on Summerhill North	Please refer to the NTA Response to Issue 4.
NTA-C9-1167	Objection to the proposed reduction in footpath width	Please refer to the NTA Response to Issue 12.
NTA-C9-1167	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.
NTA-C9-1167	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.
NTA-C9-1167	Reconsider the signalisation of St Lukes	Please refer to the NTA Response to Issues 3 and 4.
NTA-C9-1176	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.
NTA-C9-1176	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.
NTA-C9-1185	Relocate the bus stop outside St. Luke's Church on Summerhill.	Please refer to the NTA response to issues 14 and 18.
NTA-C9-1185	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.
NTA-C9-1185	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.

Reference	Submission Statement	NTA Response
NTA-C9-1185	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.
NTA-C9-1185	Consider child safety around St Luke's National School	Please refer to the NTA Response to Issues 1 and 18.
NTA-C9-1186	Objection to the removal of parking for delivery drivers, carers and visitors	Please refer to the NTA response to issue 6.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	Opposed to moving the bus stop in St Lukes	Please refer to the NTA Response to Issue 14.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	Objection to the removal of parking on Ballyhooly Road, Old Youghal Road and Wellington Road	Please refer to the NTA response to issue 6.
NTA-C9-1193	Opposed to the removal of the Set Down area on Ballyhooly Road across from the post office	Please refer to the NTA response to issue 6.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1193	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.
NTA-C9-1203	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.
NTA-C9-1203	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.
NTA-C9-1204	Many residents are elderly and may potentially become isolated with this proposal removing parking	Please refer to the NTA Response to Issue 6.
NTA-C9-1204	Parking required for unloading shopping, deliveries and visitors	Please refer to the NTA response to issue 6.
NTA-C9-1204	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.
NTA-C9-1204	How are cameras going to prevent speeding?	Please refer to the NTA Response to Issue 3.
NTA-C9-1205	Objection to the removal of parking on Wellington Road without the provision of an alternative	Please refer to the NTA response to issue 6.
NTA-C9-1227	Consider introducing school signs and traffic calming measures	Please refer to the NTA Response to Issues 1 and 18.
NTA-C9-1231	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.
NTA-C9-1231	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.
NTA-C9-1231	The proposal to have a cycle route on Gardiner's Hill ignores steep gradient	Please refer to the NTA Response to Issue 11.
NTA-C9-1231	Objection to the removal of 250 parking spaces from the area	Please refer to the NTA response to issue 6.
NTA-C9-1231	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.
NTA-C9-1231	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.

Reference	Submission Statement	NTA Response
NTA-C9-1231	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.
NTA-C9-1255	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.
NTA-C9-1255	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.
NTA-C9-1255	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.
NTA-C9-1255	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.
NTA-C9-1255	I believe the introduction of bicycle lanes is an excellent idea	Please refer to the NTA Response to Issue 19.
NTA-C9-1265	Objection to proposed restrictions on driving to properties in Dillons Cross	Please refer to the NTA Response to Issue 2.
NTA-C9-1265	Objection to the removal of parking of properties in Dillons Cross	Please refer to the NTA response to issue 6.
NTA-C9-1265	The lack of parking and access to properties may affect property prices	Please refer to the NTA response to issue 6.
NTA-C9-1267	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.
NTA-C9-1267	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.
NTA-C9-1267	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	Please refer to the NTA Response to Issues 6 and 10.
NTA-C9-1267	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.
NTA-C9-1267	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.
NTA-C9-1267	Concern over safety of school commute if the footpath width is reduced	Please refer to the NTA Response to Issues 1, 12 and 18.
NTA-C9-1275	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.
NTA-C9-1275	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.
NTA-C9-1275	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.
NTA-C9-1275	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.
NTA-C9-1275	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.
NTA-C9-1285	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.
NTA-C9-1287	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.
NTA-C9-1287	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.
NTA-C9-1287	Objection to the reduction of the green public space on Gardiners Hill. This a focal point of community get togethers	Please refer to the NTA response to issues 5 and 9.
NTA-C9-1287	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.
NTA-C9-1287	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 Ballyhooley Road to Gardiner's Hill. Oneway inbound route into St Joseph's Drive	Please refer to the NTA Response to Issue 3.

Reference	Submission Statement	NTA Response
NTA-C9-1294	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.
NTA-C9-1294	How will local shops and chemists make deliveries? Many older people depend on those services.	Please refer to the NTA Response to Issue 6.
NTA-C9-1294	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.
NTA-C9-1294	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.
NTA-C9-1295	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.
NTA-C9-1295	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.
NTA-C9-1295	Objection to the addition of cycle lanes in place of parking spaces	Please refer to the NTA response to issue 6.
NTA-C9-1295	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 cahrging docks for electric vehicles if parking is removed.	Please refer to the NTA response to issue 6.
NTA-C9-1295	Buses are not currently held up in traffic congestion on Gardiners Hill / Ballyhooley road	Please refer to the NTA Response to Issue 4.
NTA-C9-1304	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.
NTA-C9-1304	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.
NTA-C9-1304	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.
NTA-C9-1325	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.
NTA-C9-1325	Retain the bus stop at St. Luke's Church	Noted.
NTA-C9-1325	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.
NTA-C9-1325	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.
NTA-C9-1325	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.
NTA-C9-1325	Concernthat 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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	Objection to proposed Quietway for cyclists on Gardiners Hill as msot cyclists will avoid usign Gardiners Hill due to the gradient	Please refer to the NTA Response to Issue 11.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.

Reference	Submission Statement	NTA Response
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	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.
NTA-C9-1329	Access to the residential areas (Adelaide Place, Reenaferrarra 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.
NTA-C9-1329	Access to the residential areas (Adelaide Place, Reenaferrarra 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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1331	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.

Reference	Submission Statement	NTA Response
NTA-C9-1331	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.
NTA-C9-1331	Cycleway layout is poorly designed and considered from junction of Gardiner's Hill and Ballyhooley 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.
NTA-C9-1331	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.
NTA-C9-1331	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.
NTA-C9-1334	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.
NTA-C9-1334	There are mature trees which should be left untouched.	Please refer to the NTA response to issue 5.
NTA-C9-1334	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.
NTA-C9-1334	In Autumn the lower end of Gardiner's 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.
NTA-C9-1334	Objection to proposed rerouting of traffic on Gardiner's Hill	Please refer to the NTA Response to Issue 3.
NTA-C9-1337	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.
NTA-C9-1337	Objection to the removal of more than 159 parking spaces on Wellington Road	Please refer to the NTA response to issue 6.
NTA-C9-1340	Has anyone cycled/walked up Gardiner's Hill? The incline is on a par with St. Partick's Hill.	Please refer to the NTA Response to Issue 11.
NTA-C9-1340	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.
NTA-C9-1340	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 togethers	Please refer to the NTA response to issues 5 and 9.
NTA-C9-1340	Hundreds of school children attend school at the top of the hill, 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.
NTA-C9-1360	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.
NTA-C9-1360	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.
NTA-C9-1360	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 Gardiner's 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.
NTA-C9-1360	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.
NTA-C9-1360	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.
NTA-C9-1360	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.
NTA-C9-1360	St Patrick's School Campus contains 4 schools. Currently the parents use Gardiner's Hill to drop and pick up kids from school as it is relatively safe. By pushing traffic onto Gardiner's 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.
NTA-C9-1361	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.

Reference	Submission Statement	NTA Response
NTA-C9-1361	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.
NTA-C9-1361	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.
NTA-C9-1377	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.
NTA-C9-1377	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.
NTA-C9-1377	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.
NTA-C9-1381	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.
NTA-C9-1381	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.
NTA-C9-1386	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.
NTA-C9-1386	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.
NTA-C9-1386	Concern over the gradient of Gardiners Hill	Please refer to the NTA Response to Issue 11.
NTA-C9-1386	Removal of the Loading bay/ temporary parking spaces outside Henchys 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.
NTA-C9-1386	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.
NTA-C9-1386	I am against any reduction in the width of the footpath on Summerhill.	Please refer to the NTA Response to Issue 12.
NTA-C9-1386	The Green is used for community events on a regular basis	Please refer to the NTA response to issues 5 and 9.
NTA-C9-1386	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.
NTA-C9-1386	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.
NTA-C9-1386	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.
NTA-C9-1386	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.
NTA-C9-1389	Increased traffic flows in the area wil increase noise pollution	Please refer to the NTA Response to Issue 13.
NTA-C9-1389	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.
NTA-C9-1389	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.
NTA-C9-1389	Concerned this lack of parking will devalue my property	Please refer to the NTA response to issue 6.
NTA-C9-1389	Safety concerns for children and elderly residents over increased traffic flows	Please refer to the NTA Response to Issue 1.
NTA-C9-1389	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.
NTA-C9-1395	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.
NTA-C9-1395	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.
NTA-C9-1395	Objection to the removal of parking. Car and van access required for work.	Please refer to the NTA response to issue 6.
NTA-C9-1395	Removal of parking will make a quiet road extremely dangerous and much busier.	Please refer to the NTA Response to Issue 1.
NTA-C9-1424	Implement a Park & Ride Scheme at the outer edge of the cityt 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.
NTA-C9-1424	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.
NTA-C9-1424	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.
NTA-C9-1424	Support for signalisation of St Luke's junction	Please refer to the NTA Response to Issue 19.
NTA-C9-1432	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.
NTA-C9-1432	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.

Reference	Submission Statement	NTA Response
NTA-C9-1432	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.
NTA-C9-1448	Objection to taking on street parking away from older residents	Please refer to the NTA response to issue 6.
NTA-C9-1448	Objection to taking on street parking away from residents with disabilities	Please refer to the NTA response to issue 6.
NTA-C9-1448	Going through a school zone with young children and no speed bumps in place. Traffic is planned to being 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.
NTA-C9-1448	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.
NTA-C9-1455	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.
NTA-C9-1465	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??) 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. 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. 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?	Please refer to the NTA response to issues 1, 7 and 14. 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. 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).
NTA-C9-1465	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??) 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. 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. 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.	Noted. Please also refer to the NTA Response to Issue 6.
NTA-C9-1468	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.	Please refer to the NTA response to issue 6.
NTA-C9-1468	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.
NTA-C9-1469	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.
NTA-C9-1469	Speed restrictions should be applied to gardiners Hill and traffic calming measures taken, such as more speed ramps along the road or railed tables at junctions to 'The Crescent', Herbert Park Lawn' 'Herbert Park', 'New Road' etc.	Please refer to the NTA response to issue 1.
NTA-C9-1469	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.

Reference	Submission Statement	NTA Response
NTA-C9-1481	<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 Ballyhooley 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.
NTA-C9-1481	I am fully supportive of BusConnects and its objectives.	Please refer to the NTA Response to Issue 19.
NTA-C9-1482	<p>Wellington Road residents do not have driveways like people who live outside of the city.</p> <p>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.
NTA-C9-1501	<p>As of date, Summerhill North and Ballyhooley 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.</p> <p>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.</p> <p>Therefore, car traffic is likely to rather increase without providing residents in the North with ample access to public transport</p>	Please refer to the NTA Response to Issue 8.
NTA-C9-1501	<p>I fear that the significant reduction of on-street parking will increase the attractiveness for through-traffic to Summerhill-North and Ballyhooley Road leading to higher traffic loads.</p> <p>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.</p>	Please refer to the NTA Response to Issues 6 and 9.
NTA-C9-1501	<p>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.</p> <p>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.</p>	Please refer to the NTA response to issue 6.
NTA-C9-1501	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.
NTA-C9-1505	<p>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.</p> <p>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 .</p> <p>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.</p>	Please refer to the NTA Response to Issue 11.
NTA-C9-1505	Sufficiently wide & useable cycle lanes will maximise the potential for their utilisation.	Please refer to the NTA Response to Issue 11.
NTA-C9-1505	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.
NTA-C9-1505	This will filter more traffic up to Dillons cross or up to Montenotte which is already a heavily congested road even with relatively low traffic volumes due to the streets not being physically wide enough.	Please refer to the NTA Response to Issue 3.
NTA-C9-1505	<p>The New Road suggested as a main access point to Gardiners hill.</p> <p>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.</p> <p>This is already heavily congested and is a very difficult area to navigate particularly during school and peak traffic times.</p> <p>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.</p>	Please refer to the NTA Response to Issue 3.
NTA-C9-1505	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.
NTA-C9-1514	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.
NTA-C9-1514	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.

Reference	Submission Statement	NTA Response
NTA-C9-1514	A survey completed by 66 people on the ballyhooley Rd showed that 81.5% are concerned that current proposals will reduce property value.	Please refer to the NTA Response to Issue 15.
NTA-C9-1514	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.
NTA-C9-1514	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.
NTA-C9-1514	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.
NTA-C9-1514	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1522	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.
NTA-C9-1525	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.	Please refer to the NTA response to issues 6 and 9.

Reference	Submission Statement	NTA Response
NTA-C9-1528	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.
NTA-C9-1540	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.
NTA-C9-1540	Additional traffic will impact on historic and sustainable area of Summerhill North.	Please refer to the NTA response to issue 10.
NTA-C9-1540	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.
NTA-C9-1540	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.
NTA-C9-1540	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.
NTA-C9-1540	The resulting social division.	Please refer to the NTA response to issues 6 and 9.
NTA-C9-1540	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.
NTA-C9-1540	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.
NTA-C9-1540	Extra capacity begets congestion down the line, study after study proves this.	Please refer to the NTA response to issue 3.
NTA-C9-1553	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.
NTA-C9-1553	'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 'Archititectorial 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.
NTA-C9-1553	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. 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. Trying to fit a priority bus lane in here is unfeasable 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. (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.	Please refer to the NTA response to issues 1, 12 and 18.
NTA-C9-1553	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.
NTA-C9-1553	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.
NTA-C9-1554	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.

Reference	Submission Statement	NTA Response
NTA-C9-1565	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.
NTA-C9-1565	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.
NTA-C9-1565	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.
NTA-C9-1575	There is a beautiful community spirit in this and we want this to be preserved.	Please refer to the NTA Response to Issue 9.
NTA-C9-1575	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.
NTA-C9-1575	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.
NTA-C9-1576	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. 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. 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.	Please refer to the NTA response to issue 6.
NTA-C9-1576	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.
NTA-C9-1576	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.
NTA-C9-1576	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.
NTA-C9-1581	The lack of detailed information in the published plans make it impossible to agree with any of the purposed 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.
NTA-C9-1582	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.
NTA-C9-1582	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.

Reference	Submission Statement	NTA Response
NTA-C9-1582	<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.
NTA-C9-1582	<p>In relation to the proposal to widen the traffic lanes to create a free flowing bus route in both directions:</p> <p>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.</p> <p>Reduced speed limit, speed indicators and speed bumps should be incorporated along with more frequent pedestrian crossings.</p>	Please refer to the NTA Response to Issue 1.
NTA-C9-1582	<p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issue 17.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA response to issue 8.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA response to issue 10.
NTA-C9-1591	<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.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA Response to Issue 12.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA response to issue 12.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA Response to Issue 1.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA Response to Issues 1 and 12.
NTA-C9-1591	<p>It is likely that this will result in capacity issued at this junction in a northbound direction; this would have a negate 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.</p>	Please refer to the NTA response to issue 3.
NTA-C9-1591	<p>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.</p>	Please refer to the NTA response to issue 3.
NTA-C9-1591	<p>It is likely that this will result in capacity issued at this junction in a northbound direction; this would have a negate 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.</p>	Please refer to the NTA response to issue 3.
NTA-C9-1597	<p>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.</p>	Please refer to the NTA response to issue 10.
NTA-C9-1597	<p>It will cause huge disturbance to te elderly in the area and add to already highly busy school traffic.</p>	Please refer to the NTA Response to Issue 9.

Reference	Submission Statement	NTA Response
NTA-C9-1597	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.
NTA-C9-1597	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!). This pressure will make it almost impossible to own a private vehicle and make it unsustainable for families and elderly to remain.	Please refer to the NTA response to issue 6.
NTA-C9-1597	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.
NTA-C9-1597	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.
NTA-C9-1597	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.
NTA-C9-1601	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.
NTA-C9-1601	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.
NTA-C9-1601	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.
NTA-C9-1601	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.
NTA-C9-1604	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.
NTA-C9-1604	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.
NTA-C9-1604	Unacceptable loss of over over 400 parking spaces on Summerhill North, Wellington Road and Ballyhooly Road. This will impact families, elderly and businesses, who will have no alternative viable options.	Please refer to the NTA response to issue 6.
NTA-C9-1604	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.
NTA-C9-1604	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.
NTA-C9-1604	The plans do not address school traffic and show no ambition to reduce through traffic	Please refer to the NTA Response to Issue 18.
NTA-C9-1609	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.
NTA-C9-1609	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.
NTA-C9-1609	I object to the proposal for the route from Mayfield.	Please refer to the NTA Response to Issue 4.
NTA-C9-1609	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.
NTA-C9-1609	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.

Reference	Submission Statement	NTA Response
NTA-C9-1612	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.
NTA-C9-1612	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.
NTA-C9-1612	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.
NTA-C9-1612	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.
NTA-C9-1612	a survey completed by 66 people on the ballyhooley Rd showed that 81.5% are concerned that current proposals will reduce property value	Please refer to the NTA Response to Issue 15.
NTA-C9-1612	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.
NTA-C9-1612	The proposal to move parking to the other side of the Ballyhooley 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 of parking currently is inadequate	Please refer to the NTA response to issue 6.
NTA-C9-1612	Bus services are frequent therefore removal of parking is not required	Please refer to the NTA Response to Issues 4 and 6.
NTA-C9-1612	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.
NTA-C9-1612	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.
NTA-C9-1612	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.
NTA-C9-1612	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.
NTA-C9-1626	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.
NTA-C9-1626	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.
NTA-C9-1632	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.
NTA-C9-1632	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.
NTA-C9-1632	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.
NTA-C9-1635	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.

Reference	Submission Statement	NTA Response
NTA-C9-1635	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.
NTA-C9-1635	A fleet of narrower, zero-emission buses would be a highly desirable solution. Relocating the bus stop in St Luke's and removing the Set Down area on Ballyhooly road. 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. 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.	Please refer to the NTA Response to Issues 6 and 14.
NTA-C9-1635	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.
NTA-C9-1635	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.
NTA-C9-1637	, 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.
NTA-C9-1641	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 Inn and the STC.
NTA-C9-1655	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.
NTA-C9-1655	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.
NTA-C9-1660	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 it's full potential will not endear the project to the local community.	Please refer to the NTA Response to Issues 10 and 16.
NTA-C9-1660	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.
NTA-C9-1660	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. 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 ass appropriate. 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.)	Please refer to the NTA response to issues 1 and 11.

Reference	Submission Statement	NTA Response
NTA-C9-1660	<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>	<p>Please refer to the NTA Response to Issue 12.</p> <p>The PRO has been updated in this location to amend the parking in this area and retain access to the existing properties.</p>
NTA-C9-1660	<p>The intersection between Murmont Park and Murmont Crescent has a sweeping wide corner for vehicles travelling uphill and no protected crossing for pedestrians.</p> <p>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.</p>	Please refer to the NTA Response to Issues 1 and 3.
NTA-C9-1663	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.
NTA-C9-1663	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.
NTA-C9-1663	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.
NTA-C9-1663	<p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issues 6 and 18.
NTA-C9-1663	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.
NTA-C9-1663	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.
NTA-C9-1663	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.
NTA-C9-1663	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.
NTA-C9-1663	The proposal to add pedestrian crossings is welcome.	Please refer to the NTA Response to Issue 12.
NTA-C9-1663	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.
NTA-C9-1663	<p>A critical feature of the bus service would be its capacity to replace the school run car journey.</p> <p>Park and Ride buses could easily serve parents and children who would complete their journey to school on public transport.</p>	Please refer to the NTA response to issue 18.
NTA-C9-1663	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.
NTA-C9-1665	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.
NTA-C9-1665	<p>The end aim of these proposals is to reduce the number of cars entering the City by improving bus transport.</p> <p>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.</p> <p>This would alleviate the traffic through the corridors and reduce the requirement to cut parts of many citizens' front gardens.</p>	Please refer to the NTA Response to Issue 8.
NTA-C9-1665	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.

Reference	Submission Statement	NTA Response
NTA-C9-1666	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.
NTA-C9-1666	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.
NTA-C9-1666	The amount of car spaces are already taken most evenings so no taught went into where the residents are going to park now.	Please refer to the NTA response to issue 6.
NTA-C9-1666	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.
NTA-C9-1668	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.
NTA-C9-1680	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.
NTA-C9-1680	The St. Lukes area straddles two ACA's No1. Wellington Road/ St. Lukes and No2. Grattan Hill/ Lincoln Place/ Hacketts Tce/ Mahonys Avenue. 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? 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. 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.	Please refer to the NTA response to issue 10.
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1680	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.

Reference	Submission Statement	NTA Response
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1680	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.
NTA-C9-1685	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	Please refer to the NTA response to issue 10.
NTA-C9-1685	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.
NTA-C9-1685	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.
NTA-C9-1685	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.
NTA-C9-1685	no feasibility studies have been carried out on proposed routes.	Please refer to the NTA Response to Issue 17.
NTA-C9-1685	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.
NTA-C9-1685	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.
NTA-C9-1686	My main concern is residential parking, where are we meant to park going forward ?.	Please refer to the NTA response to issue 6.
NTA-C9-1686	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.
NTA-C9-1690	Bus lane on Summerhill North will increase noise and pollution.	Please refer to the NTA Response to Issue 13.
NTA-C9-1690	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.

Reference	Submission Statement	NTA Response
NTA-C9-1690	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.
NTA-C9-1690	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.
NTA-C9-1696	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.
NTA-C9-1699	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.
NTA-C9-1699	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.
NTA-C9-1699	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.
NTA-C9-1704	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.
NTA-C9-1704	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.
NTA-C9-1704	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.	Please refer to the NTA response to issue 10.
NTA-C9-1704	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.
NTA-C9-1704	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.
NTA-C9-1704	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. 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 Parking space size should be checked on Wellington road to see if more spaces can be installed on the right hand side.	Please refer to the NTA response to issues 6 and 9.
NTA-C9-1704	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.
NTA-C9-1704	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.
NTA-C9-1704	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.

Reference	Submission Statement	NTA Response
NTA-C9-1704	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.
NTA-C9-1704	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	Please refer to the NTA Response to Issue 3.
NTA-C9-1704	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.
NTA-C9-1704	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.
NTA-C9-1709	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.
NTA-C9-1710	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.
NTA-C9-1710	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. Kelliher's 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.
NTA-C9-1710	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.
NTA-C9-1715	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.
NTA-C9-1723	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 .	Please refer to the NTA response to issue 10.
NTA-C9-1723	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.
NTA-C9-1723	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 .	Please refer to the NTA Response to Issue 7.

Reference	Submission Statement	NTA Response
NTA-C9-1723	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.
NTA-C9-1723	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	Please refer to the NTA response to issues 6 and 9.
NTA-C9-1723	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.
NTA-C9-1723	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.
NTA-C9-1732	. Introducing car sharing schemes would help to facilitate this.	Please refer to the NTA Response to Issue 8.
NTA-C9-1732	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.
NTA-C9-1732	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.
NTA-C9-1732	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.
NTA-C9-1732	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.
NTA-C9-1732	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.
NTA-C9-1732	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.
NTA-C9-1732	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.
NTA-C9-1737	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.
NTA-C9-1737	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.
NTA-C9-1737	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.
NTA-C9-1737	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.
NTA-C9-1743	There is only one pedestrian crossing proposed for the Ballyhooly 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.
NTA-C9-1743	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.
NTA-C9-1743	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.
NTA-C9-1745	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.
NTA-C9-1745	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.
NTA-C9-1745	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.

Reference	Submission Statement	NTA Response
NTA-C9-1745	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. 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.	Please refer to the NTA response to issues 6 and 9.
NTA-C9-1745	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.
NTA-C9-1745	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.
NTA-C9-1745	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. 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: Traffic lights are not necessarily an improvement in efficient passage of vehicles through the junction Removing the left filter on Middle Glanmire Rd would be a massive negative impact on the movement of traffic through St Lukes Cross 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.	Please refer to the NTA Response to Issue 3.
NTA-C9-1745	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. 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: Traffic lights are not necessarily an improvement in efficient passage of vehicles through the junction Removing the left filter on Middle Glanmire Rd would be a massive negative impact on the movement of traffic through St Lukes Cross 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.	Please refer to the NTA Response to Issue 3.
NTA-C9-1754	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.
NTA-C9-1754	St Lukes/Dillons Cross/Gardiners Hill as a Historic Area of significance to the city 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.
NTA-C9-1754	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.
NTA-C9-1754	Removal of the Loading bay/ temporary parking spaces outside Henchys Pub at St Lukes Cross will cause disruption to businesses at the Cross	Please refer to the NTA Response to Issue 6.
NTA-C9-1754	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.
NTA-C9-1754	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.

Reference	Submission Statement	NTA Response
NTA-C9-1754	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.
NTA-C9-1754	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.
NTA-C9-1754	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.
NTA-C9-1754	Opposition to no turn from Ballyhooley Road onto Gardiner's Hill. 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. This right turn can already cause delay in getting through Dillons Cross. The result will further slow traffic coming out of town. 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. 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. 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.
NTA-C9-1754	Opposition to no turn from Ballyhooley Road onto Gardiner's Hill. 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. This right turn can already cause delay in getting through Dillons Cross. The result will further slow traffic coming out of town. 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. 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. 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.
NTA-C9-1759	It will negate to our social and communal needs.	Please refer to the NTA Response to Issue 9.
NTA-C9-1759	This steep incline on Wellington Road is suitable only for cyclists of an athletic disposition.	Please refer to the NTA Response to Issue 11.
NTA-C9-1759	It will negate on our environment, our right to enjoy same and	Please refer to the NTA Response to Issue 13.
NTA-C9-1759	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.
NTA-C9-1759	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.	Please refer to the NTA response to issues 6 and 9.
NTA-C9-1759	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.
NTA-C9-1759	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.
NTA-C9-1759	Our front wall access point structure is to be demolished.	Please refer to the NTA response to issue 16.
NTA-C9-1759	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.
NTA-C9-1759	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.
NTA-C9-1787	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.
NTA-C9-1787	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.
NTA-C9-1787	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.	Please refer to the NTA Response to Issue 7.
NTA-C9-1787	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.

Reference	Submission Statement	NTA Response
NTA-C9-1787	<p>Map 4 - Is the toucan crossing should be pedestrian priority for those walking through the area.</p> <p>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.</p> <p>Pedestrian crossing to bottom of Gardiner's hill should be adjusted to smaller radius to allow shorter crossing.</p> <p>There should be a pedestrian priority on the crossing at the end of the Crescent also.</p>	Please refer to the NTA Response to Issues 1 and 12.
NTA-C9-1787	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.
NTA-C9-1787	<p>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</p> <p>Map 6</p> <p>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.</p> <p>Map 6</p> <p>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.</p> <p>I don't see the benefit of making St Joseph's Drive one way.</p>	Please refer to the NTA Response to Issue 3.
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NTA-C9-1798	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.
NTA-C9-1798	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.
NTA-C9-1820	, 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.
NTA-C9-1820	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.
NTA-C9-1820	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.
NTA-C9-1820	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.
NTA-C9-1820	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.

Reference	Submission Statement	NTA Response
NTA-C9-1820	<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.</p> <p>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. 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 cars will not let you out as it currently stands, let alone the excess traffic that is proposed to be sent on this route. This in turn will cause congestion right up along Gardiner’s Hill and backwards along the route</p> <p>Along © above, whereby you take a right when joining Murmont Lawn, down the hill, take a left onto Old Youghal Road passing St. Joseph’s Church and</p>	Please refer to the NTA Response to Issues 1, 3, 13 and 18.

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NTA-C9-1823	<p>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</p> <p>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.</p> <p>Rapid bus routes should not be placed where they can harm existing sustainable and historic neighbourhoods.</p>	Please refer to the NTA response to issue 10.
NTA-C9-1823	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.
NTA-C9-1823	Proposals for traffic movement facilitate Unsafe Neighbourhood Environments and Harm To Property	Please refer to the NTA Response to Issue 9.
NTA-C9-1823	<p>The "highway" proposal is not sustainable and would do far too much damage becoming busier and more impactful over time.</p> <p>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</p> <p>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.</p>	Please refer to the NTA Response to Issue 9.
NTA-C9-1823	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.
NTA-C9-1823	Facilitates traffic movement and cuts journey times however the negative aspect is that traffic is put on streets instead of roads 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.
NTA-C9-1823	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.

Reference	Submission Statement	NTA Response
NTA-C9-1823	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.
NTA-C9-1823	Proposals for traffic movement facilitate Increased Noise Pollution	Please refer to the NTA Response to Issue 13.
NTA-C9-1823	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.
NTA-C9-1823	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.
NTA-C9-1823	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.
NTA-C9-1823	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.
NTA-C9-1823	Proposals for traffic movement Facilitate Speeding Traffic and Increased Accidents	Please refer to the NTA Response to Issue 1.
NTA-C9-1823	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.
NTA-C9-1825	should this parking facility in Mayfield on Colmcille avenue. be taken away for them a lot 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 their mental health.	Please refer to the NTA Response to Issues 6 and 9.
NTA-C9-1825	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.
NTA-C9-1825	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.
NTA-C9-1832	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.
NTA-C9-1832	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.
NTA-C9-1832	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.
NTA-C9-1832	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.
NTA-C9-1849	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 their 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.
NTA-C9-1849	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.
NTA-C9-1849	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.

Reference	Submission Statement	NTA Response
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	New Road is where Kellehers Buildings is situated (which is sheltered housing for the elderly)	Please refer to the NTA Response to Issue 9.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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 infrastrucutre 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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.

Reference	Submission Statement	NTA Response
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	These small Roads are not suitable for this traffic.	Please refer to the NTA Response to Issue 3.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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.
NTA-C9-1884	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. 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. I urge you to look closely at this.	Please refer to the NTA Response to Issues 3 and 18.
NTA-C9-1884	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.
NTA-C9-1884	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. 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. I urge you to look closely at this.	Please refer to the NTA Response to Issues 3 and 18.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	Ensure 2m width is retained for the cycle lanes throughout the plans.	Please refer to the NTA Response to Issue 11.
NTA-C9-1898	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.
NTA-C9-1898	The gradient of York St will prove too challenging for most cyclists. It also does not meet the requirements of forgivingness 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.

Reference	Submission Statement	NTA Response
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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 Leycester'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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.

Reference	Submission Statement	NTA Response
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1898	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.
NTA-C9-1900	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.
NTA-C9-1900	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.
NTA-C9-1900	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.
NTA-C9-1900	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.
NTA-C9-1903	St Joseph's Mayfield.	Please refer to the NTA response to issue 16.
NTA-C9-1906	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.
NTA-C9-1906	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.
NTA-C9-1906	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.
NTA-C9-1906	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.
NTA-C9-1908	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.
NTA-C9-1908	Mayfield area is already overloaded with heavy traffic and "Ring" Road splitting the parish.	Please refer to the NTA Response to Issue 4.
NTA-C9-1909	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.

Reference	Submission Statement	NTA Response
NTA-C9-1909	<p>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.</p>	Please refer to the NTA Response to Issues 1, 12 and 18.
NTA-C9-1910	<p>Potential to develop Dillons' Cross (DC) 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.
NTA-C9-1910	<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 to enter the city centre. On Ballyhooly Road, the proposed relocation of on-street parking to the north side of the street doesn't reflect current practice by residents. The location of schools based on Gardiner's Hill opening onto the southern side of Ballyhooly Road must also be considered. If parking is relocated to the northern side then it will result in an increase in children needing to cross the road at certain times of day. Revised plans should locate resident parking on the south side again for these reasons, which would maintain the status quo, and revised proposals may perhaps structure resident parking better at this location. The St Luke's Community Garden is a pocket park maintained by residents. There is potential for BusConnects to provide a community dividend by improving access to and visibility of the park.</p>	Noted. Please refer to the NTA response to issue 1, 8 and 18.
NTA-C9-1910	<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. Summer Hill and Ballyhooly 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.

Reference	Submission Statement	NTA Response
NTA-C9-1910	<p>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.</p> <p>School traffic along Wellington Road causes a lot of congestion. This needs to be considered in a wider context of CMATS and transport planning.</p>	Please refer to the NTA Response to Issues 8, 10 and 11.
NTA-C9-1910	<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 Murmount 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's Lane between St Josephs' Drive and St Christopher's Road The short cycle lanes illustrated in the plans at the bottom of Gardiner's Hill are unnecessary and should be removed</p>	Please refer to the NTA response to issue 1 and 11.
NTA-C9-1910	<p>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</p>	Please refer to the NTA Response to Issues 12 and 18.
NTA-C9-1910	<p>The proposal to acquire private property around Newbury House doesn't appear necessary.</p>	Please refer to the NTA response to issue 16.

Reference	Submission Statement	NTA Response
NTA-C9-1910	<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.
NTA-C9-1910	<p>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</p>	Please refer to the NTA Response to Issue 19.
NTA-C9-1910	<p>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.</p>	Please refer to the NTA response to issue 19.
NTA-C9-1910	<p>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.</p>	Please refer to the NTA response to issues 3 and 18.
NTA-C9-1920	<p>Currently there is a bus stop outside St Luke's church on Summerhill.</p> <p>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. 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.
NTA-C9-1920	<p>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.</p>	Please refer to the NTA response to issue 10.

Reference	Submission Statement	NTA Response
NTA-C9-1920	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 Ballyhooly 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.
NTA-C9-1920	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.
NTA-C9-1920	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.
NTA-C9-1920	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.
NTA-C9-1952	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.
NTA-C9-1952	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.
NTA-C9-1953	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.
NTA-C9-1953	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.
NTA-C9-1963	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.
NTA-C9-1965	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.
NTA-C9-1965	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.
NTA-C9-1965	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.
NTA-C9-1975	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.
NTA-C9-1977	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.
NTA-C9-1978	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.

Reference	Submission Statement	NTA Response
NTA-C9-1978	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.
NTA-C9-1981	Creating bus gate will decrease traffic thus lessening need to remove parking	Please refer to the NTA response to issue 6.
NTA-C9-1981	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.
NTA-C9-1981	Removing of carparking on the road would greatly affect Newbury House Family Centre under the following areas Close drop off and collection points essential This would increase the journey for parents to walk to our centre from their cars 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 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 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	Please refer to the NTA response to issue 6.
NTA-C9-1981	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.
NTA-C9-1984	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.
NTA-C9-1984	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.
NTA-C9-1984	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.
NTA-C9-1984	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.
NTA-C9-1984	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.
NTA-C9-1984	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.
NTA-C9-1987	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.
NTA-C9-1987	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.
NTA-C9-1987	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.
NTA-C9-1987	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.

Reference	Submission Statement	NTA Response
NTA-C9-1987	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.
NTA-C9-1987	Persons with disabilities need to park close to where they live and work.	Please refer to the NTA response to issue 6.
NTA-C9-1987	The carparking also provides a buffer between the through traffic and the houses, protecting their amenity from passing traffic hazards, noise, dust and fumes We are very concerned that the proposed removal of approximately 95% of the parking spaces along Summer Hill will sterilise our community 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	Please refer to the NTA response to issues 6 and 10.
NTA-C9-1987	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.
NTA-C9-1987	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.
NTA-C9-1996	Bus Connects must be delivered in concert with a comprehensive park-and-ride investment programme.	Please refer to the NTA Response to Issue 8.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.
NTA-C9-1996	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.

Reference	Submission Statement	NTA Response
NTA-C9-1997	<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.</p> <p>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.
NTA-C9-1997	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.
NTA-C9-1997	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.
NTA-C9-1997	<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.
NTA-C9-1997	<p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issues 3 and 18.
NTA-C9-1997	<p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issues 3 and 18.

Reference	Submission Statement	NTA Response
NTA-C9-1999	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.
NTA-C9-1999	As I get older I am also aware of the increase in noise pollution and fumes along Ballyhooly rd, it appears to me that incresing the volume of public transport by our houses will potentially endanger our health and increse anxiety in crossing the road.	Please refer to the NTA Response to Issue 13.
NTA-C9-1999	please consider the view point of this resident and many others who are incredibly annoyed and vexed with the present proposals	Noted.
NTA-C9-1999	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.
NTA-C9-1999	The idea that the width of our already dangerour 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.
NTA-C9-2008	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.
NTA-C9-2008	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2010	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.
NTA-C9-2020	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.
NTA-C9-2021	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.

Reference	Submission Statement	NTA Response
NTA-C9-2026	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.
NTA-C9-2026	. 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.
NTA-C9-2026	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.	Please refer to the NTA Response to Issues 6, 7 and 13.
NTA-C9-2026	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.
NTA-C9-2050	To remove this parking facility without providing an alternative seems idealistic and highly dangerous.	Please refer to the NTA response to issue 6.
NTA-C9-2050	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.
NTA-C9-2053	Do not approve of the Mayfield to Cork city route	Please refer to the NTA Response to Issue 4.
NTA-C9-2057	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.
NTA-C9-2057	I am very concerned that this may impact upon my property in a negative manner.	Please refer to the NTA response to issue 15.
NTA-C9-2059	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.
NTA-C9-2059	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.
NTA-C9-2059	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.
NTA-C9-2059	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.
NTA-C9-2063	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.
NTA-C9-2065	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.
NTA-C9-2065	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.
NTA-C9-2067	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.
NTA-C9-2067	The proposed scheme will result in the removal of a significant number of on street car parking spaces in the vicinity of the business. 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.	Please refer to the NTA Response to Issue 6.
NTA-C9-2067	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.
NTA-C9-2067	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.
NTA-C9-2077	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.

Reference	Submission Statement	NTA Response
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2077	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.
NTA-C9-2093	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.
NTA-C9-2093	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.	Please refer to the NTA Response to Issues 14 and 18.
NTA-C9-2093	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.
NTA-C9-2093	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.
NTA-C9-2093	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.
NTA-C9-2104	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.
NTA-C9-2104	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.
NTA-C9-2104	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.
NTA-C9-2104	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.
NTA-C9-2105	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.

Reference	Submission Statement	NTA Response
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2111	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.
NTA-C9-2112	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.
NTA-C9-2112	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.
NTA-C9-2112	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.
NTA-C9-2112	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.
NTA-C9-2114	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.
NTA-C9-2114	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.
NTA-C9-2117	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.
NTA-C9-2117	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.
NTA-C9-2118	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.
NTA-C9-2121	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.

Reference	Submission Statement	NTA Response
NTA-C9-2121	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.
NTA-C9-2124	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.
NTA-C9-2124	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.
NTA-C9-2133	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.
NTA-C9-2133	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.
NTA-C9-2133	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.
NTA-C9-2133	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.
NTA-C9-2133	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.
NTA-C9-2133	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.
NTA-C9-2149	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.
NTA-C9-2149	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.
NTA-C9-2149	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.
NTA-C9-2149	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.
NTA-C9-2149	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.
NTA-C9-2149	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.
NTA-C9-2149	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.
NTA-C9-2155	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.
NTA-C9-2162	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.
NTA-C9-2162	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 Ballyhooly Road would be a very retrograde step.	Please refer to the NTA Response to Issue 11.
NTA-C9-2162	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.

Reference	Submission Statement	NTA Response
NTA-C9-2166	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 maintenance requirement and impact on public lighting.
NTA-C9-2166	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.
NTA-C9-2166	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.	Please refer to the NTA Response to Issues 1 and 12.
NTA-C9-2171	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.
NTA-C9-2171	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.
NTA-C9-2178	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.
NTA-C9-2178	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.
NTA-C9-2188	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.	Please refer to the NTA Response to Issues 8 and 18.
NTA-C9-2188	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.
NTA-C9-2188	There are huge issues regarding noise and air pollution.	Please refer to the NTA Response to Issue 13.
NTA-C9-2188	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.
NTA-C9-2188	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. A book containing maps/drawings that require a degree in engineering to understand the proposals were then circulated from house to house. Neither the school Principals nor parents of Ballyhooley Rd were informed of these proposals.	Please refer to the NTA Response to Issues 7 and 18.
NTA-C9-2188	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. 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.	Please refer to the NTA response to issue 6.
NTA-C9-2193	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.

Reference	Submission Statement	NTA Response
NTA-C9-2193	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.
NTA-C9-2193	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.
NTA-C9-2193	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.
NTA-C9-2209	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.
NTA-C9-2209	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.
NTA-C9-2209	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.
NTA-C9-2209	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 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. Reduced footpaths to 1.25 metres along Wellington Road are also to detriment of pedestrian safety 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) 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.	Please refer to the NTA Response to Issues 1 and 12.
NTA-C9-2209	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.
NTA-C9-2209	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.
NTA-C9-2209	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.
NTA-C9-2209	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.
NTA-C9-2215	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.

Reference	Submission Statement	NTA Response
NTA-C9-2215	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.
NTA-C9-2215	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.
NTA-C9-2215	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.
NTA-C9-2215	There is a clear lack of alternative proposals to address ways to improve public transportation for the proposed route. 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. 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. 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. Measures to improve life in the area should also be considered, these may include: 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. 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. 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. Electric Vehicle Charging - Infrastructure should be put in place to allow homeowners on Ballyhooly Road who do not have off-street parking to charge electric vehicles. Reduce Pollution – 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 Issues 6, 8, 12, 13 and 14.
NTA-C9-2216	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.

Reference	Submission Statement	NTA Response
NTA-C9-2230	The proposal to just remove car parking is causing so much stress to the people in the locality. We are already pressed for spaces. 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.	Please refer to the NTA response to issue 6.
NTA-C9-2234	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. 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.	Please refer to the NTA response to issue 6.
NTA-C9-2237	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.
NTA-C9-2237	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.
NTA-C9-2237	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.
NTA-C9-2237	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.
NTA-C9-2237	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.
NTA-C9-2237	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.
NTA-C9-2237	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.
NTA-C9-2241	Parking will be very difficult with these new measures,	Please refer to the NTA response to issue 6.
NTA-C9-2248	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.
NTA-C9-2248	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.
NTA-C9-2249	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.
NTA-C9-2249	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.
NTA-C9-2249	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.
NTA-C9-2249	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.
NTA-C9-2249	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.
NTA-C9-2249	The STC Threatens the safety, wellbeing and amenity of Residents.	Please refer to the NTA Response to Issue 1.
NTA-C9-2251	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.

Reference	Submission Statement	NTA Response
NTA-C9-2251	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.
NTA-C9-2251	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.
NTA-C9-2251	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2258	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.
NTA-C9-2268	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.
NTA-C9-2281	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.

Reference	Submission Statement	NTA Response
NTA-C9-2286	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.
NTA-C9-2286	The cycle path to the south along the Ballyhooley 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.
NTA-C9-2292	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.
NTA-C9-2292	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.
NTA-C9-2304	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.
NTA-C9-2305	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.
NTA-C9-2305	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.
NTA-C9-2306	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.
NTA-C9-2306	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.
NTA-C9-2307	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.
NTA-C9-2308	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.
NTA-C9-2308	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.
NTA-C9-2308	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.
NTA-C9-2309	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 maintenance requirement and impact on public lighting.
NTA-C9-2309	On street parking is important	Please refer to the NTA response to issue 6.
NTA-C9-2310	Why no small buses running on Middle Glanmire Road? Local schools could be accessed with small buses. Distance to regulare bus stops can be 15 minutes walk away - too far for some people.	Please refer to the NTA response to issue 14.

Reference	Submission Statement	NTA Response
NTA-C9-2310	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.
NTA-C9-2310	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.
NTA-C9-2311	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.
NTA-C9-2311	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.
NTA-C9-2311	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.
NTA-C9-2312	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.
NTA-C9-2313	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.
NTA-C9-2314	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.
NTA-C9-2315	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.
NTA-C9-2315	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.
NTA-C9-2316	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.
NTA-C9-2316	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.
NTA-C9-2316	New Road will not take heavy traffic.	Please refer to the NTA response to issue 3.
NTA-C9-2317	Where do you propose that all residents who only have access to on street parkign 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.
NTA-C9-2317	What is the need for the two pedestrian crossing on either side of the green?	Please refer to the NTA Response to Issue 5.
NTA-C9-2318	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.
NTA-C9-2319	Object to gardiners hill being a designated cycle way 'quiet way'.	Please refer to the NTA Response to Issues 1 and 11.
NTA-C9-2319	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.
NTA-C9-2319	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.
NTA-C9-2320	People parking in adjoining area and busing to town - park and ride in area	Please refer to the NTA Response to Issue 8.
NTA-C9-2321	Times start and where - route, frequency	Please refer to the NTA Response to Issue 14.
NTA-C9-2322	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 parkign spaces and 1 disability inside. We would like further information on plans that affect us.	Please refer to the NTA response to issue 6.
NTA-C9-2324	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.

Reference	Submission Statement	NTA Response
NTA-C9-2324	To remove parking from Summerhill will dessimate the area.	Please refer to the NTA response to issue 6.
NTA-C9-2324	What facility is being made for disabled parking?	Please refer to the NTA response to issue 6.
NTA-C9-2324	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.
NTA-C9-2324	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.
NTA-C9-2324	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.
NTA-C9-2325	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.
NTA-C9-2326	From our understanding of the plans, we note that the downhill carraigeway 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.
NTA-C9-2327	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.
NTA-C9-2327	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.
NTA-C9-2327	Based on my experience and observations I would estimate that only some 1600 daily cycling trips would be make 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. 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. 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.	Please refer to the NTA Response to Issue 11.
NTA-C9-2327	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 suppost 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.
NTA-C9-2327	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. 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. Another cause of delay is the traffic coming from Wellington Road tend to to come down York Hill and delay traffic coming down Summerhill. The stretch of road outside St Joseph's Church can cause delays on Old Youghal Road.	Please refer to the NTA Response to Issue 8.

Reference	Submission Statement	NTA Response
NTA-C9-2327	<p>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.</p> <p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issue 7.
NTA-C9-2327	<p>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.</p> <p>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.</p>	Please refer to the NTA response to issue 6.
NTA-C9-2327	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.
NTA-C9-2327	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.
NTA-C9-2327	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.
NTA-C9-2328	Object to distress caused to elderly community.	Please refer to the NTA Response to Issue 9.
NTA-C9-2328	No concern about where to park cars or any recommendations	Please refer to the NTA response to issue 6.
NTA-C9-2329	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.
NTA-C9-2329	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.
NTA-C9-2329	<p>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.</p> <p>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.</p>	Please refer to the NTA response to issue 6.
NTA-C9-2329	<p>St Lukes</p> <p>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.</p> <p>Gardiner's Hill</p> <p>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.</p> <p>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.</p>	Please refer to the NTA Response to Issues 3 and 4.
NTA-C9-2330	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.

Reference	Submission Statement	NTA Response
NTA-C9-2646	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.
NTA-C9-2646	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.
NTA-C9-2646	Opposed to the removal of parking on Ballyhooly Road, Old Youghal Road and Wellington Road Parking spaces ar already at a premium	Please refer to the NTA response to issue 6.
NTA-C9-2646	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.
NTA-C9-2646	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.
NTA-C9-2646	Pedestrain lights are very welcome in this area There is no need to widen the footpaths	Please refer to the NTA Response to Issue 12.
NTA-C9-2646	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.
NTA-C9-2646	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.
NTA-C9-2646	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 th etriangel 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.
NTA-C9-2647	Historic boundary walls will suffer	Please refer to the NTA response to issue 10.
NTA-C9-2647	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.
NTA-C9-2647	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.
NTA-C9-2647	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.
NTA-C9-2647	Gardens that have been lovingly maintained for decades will suffer	Please refer to the NTA response to issues 5 and 16.
NTA-C9-2648	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.
NTA-C9-2792	parking will be removed at bottom and top of Gardiners hill.	Please refer to the NTA response to issue 6.
NTA-C9-2792	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 comeup (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.
NTA-C9-2792	I believe their 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.
NTA-C9-2796	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.
NTA-C9-2796	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.

Reference	Submission Statement	NTA Response
NTA-C9-2800	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.
NTA-C9-2800	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.
NTA-C9-2800	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.
NTA-C9-2800	It seems quite clear that to put a designated cycle track in Ashburton Hill injust 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.
NTA-C9-2812	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.
NTA-C9-2812	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.
NTA-C9-2812	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.
NTA-C9-2833	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.
NTA-C9-2833	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.
NTA-C9-2856	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.
NTA-C9-2856	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.
NTA-C9-2856	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.
NTA-C9-2856	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. 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. 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. 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 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	Please refer to the NTA Response to Issue 6.

Reference	Submission Statement	NTA Response
NTA-C9-2863	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.
NTA-C9-2864	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.
NTA-C9-2865	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. Although diversions are proposed through traffic management measures access to residential properties will be retained in all cases.
NTA-C9-2865	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.
NTA-C9-2955	Make York Hill one way from Summerhill North.	Please refer to the NTA response to issue 8.
NTA-C9-2955	Park and ride needed for NE Ward	Please refer to the NTA Response to Issue 8.
NTA-C9-2955	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 alterative 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.
NTA-C9-2955	Page 40 - Load bay provision for existing or new business in Dillons Cross	Please refer to the NTA Response to Issue 6.
NTA-C9-2955	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.
NTA-C9-2955	Page 39 - No need for signal-controlled priority	Please refer to the NTA Response to Issue 4.
NTA-C9-2955	Page 34 - Inclusion of pedestrian crossings on Wellington Road by Sydney Park. There should be more pedestrian crossings on Mac Curtain Street. Page 36 - Inclusion of more pedestrian crossings on Summerhill North including at junction by York Hill and at junction by Clifton Terrace. Page 39 - Maintain and improve existing pedestrian crossings at the junction Page 40 - More pedestrian crossings Page 42 - Very limited existing scheme on Ballyhooly Rd and should include a pedestrian crossing at Keatings Fitted Furniture	Please refer to the NTA Response to Issue 12.
NTA-C9-2955	30km zones through Dillons Cross/ St Luke's/ Mayfield	Please refer to the NTA Response to Issue 1.
NTA-C9-2955	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.

Reference	Submission Statement	NTA Response
NTA-C9-2975	<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.

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APPENDIX B

RESPONSES TO SUBMISSIONS
COMMON TO MULTIPLE STC'S



Reference	Submission Statement	NTA Response
NTA-C9-1	Bus routes for Dublin Pike area really does need to be improved. Ideally having the bus stop located near the Blackman Pub.	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.
NTA-C9-4	I would like to see a constant bus connection between Kent Train Station , Bus Station ,Cork Airport Terminal .	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.
NTA-C9-5	If the bus connects plan is to 'add' to these existing services then this is fine, however this is not at all clear looking at the plans.	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.
NTA-C9-8	This proposed new bus routes are awful. I currently have access to a poor but operational bus service 207 and 207A buses.	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.
NTA-C9-9	The new bus corridors for Cork are great, but we badly needs a service from Carrigaline to Mahon.	The NTA welcomes this positive feedback and support for the scheme. The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-10	unique name which is displayed at the bus stop automated announcements announcing in clear English and Irish the next stop a display inside each bus displaying the name of the next stop and the terminus User-friendly maps displaying the names of each bus stop need to be provided	This statement proposes measures to enhance the passenger experience. This consolation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-15	There should be shuttle buses covering areas outside of the towns. For example, the Bishopstown or Cork Airport route should include having shuttle buses based in areas such as Ballinhassig. These shuttle buses would create sustainable development by allowing people to get rid of their cars and use the shuttle buses instead, as there are no buses in the areas of Ballygarvan or Ballinhassig.	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.
NTA-C9-18	Would like to cycle from Glanmire to MTU, and can do this in 45 minutes, but do not feel safe with the current infrastructure, and would likely not feel safe (and not cycle) unless cycle lanes were appropriately segregated.	The proposals involve the provision of cycling infrastructure on Sustainable Transport Corridors many of which align with a trip from Glanmire to MTU. Some of this trip is outside the scope of this project.
NTA-C9-18	Happy with current bus from Glanmire to City Centre for personal use. Work in MTU. Cannot see bus from Glanmire to MTU beating car (20 minutes when leave at appropriate time).	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.
NTA-C9-21	Requests extension to public consultation deadline and criticises approach.	The deadline for submissions was extended.
NTA-C9-24	No bus service from Ballyvolane to CUH or Ballincollig. No bus service from Ballyvolane to Glanmire.	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.
NTA-C9-25	A bus from ringaskiddy to ballincollig via ballygarvan -airport -forge hill-togher-wilton-CIT will benefit people coming for hospital appointments, students in CIT and a connection for travelling to airport, business parks, companies in ringaskiddy etc.	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.
NTA-C9-27	Objects to routing proposed 2A bus service (replacing 214) along Church Hill road in Glanmire. Concerned with safety due to Church Hill roads alignment and gradients.	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.
NTA-C9-42	When using sustainable transport, people inevitably are using their feet at the start/end of their journeys and therefore the pedestrian network needs to be well-connected, attractive, and comfortable. The following must be provided; frequent pedestrian crossings with drop kerbs, footpaths must be an appropriate width, footpaths should be attractive with smooth non-cracked surfaces, occasional planting, and places to rest	Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.

Reference	Submission Statement	NTA Response
NTA-C9-42	I commend the proposals in improving the sustainable transport network across Cork. It is a detriment to the city that most people still rely on private transport to access what is a fairly compact city and getting people out of their cars and happily using buses/cycles/their feet/etc would be huge improvement to the quality of the overall experience of the city, not to mention air pollution levels, general health and wellbeing and also on people's personal wallets (as long as public transport is priced correctly to be affordable and not prohibitive).	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-49	The proposed new routes are removing many of the mature trees in and around Cork City. Do you plan to replant the same number of trees with the construction of the new bus and cycle routes? And do you plan to replace these trees with smaller semi-mature trees rather than young saplings?	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-50	Many current bus routes on quieter roads have been removed. By encouraging passengers to take alternate routes which are typically busier than others, can you ensure they will not be delayed due to traffic and higher passenger volumes?	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.
NTA-C9-50	Passengers will have to either walk to our destination (which may not be manageable in certain situations) or walk to another bus stop and wait for a second bus to take us the rest of the way. Can you guarantee passengers will not be delayed due to increased walking distance to their destination or by connecting buses being delayed, as many are now?	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-55	busses leaving stops before the time advertised, the realtime indicators on the bus stops in the city - always wrong.	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-58	Can I please ask that effort is put into the reliance of the bus services before making any decisions on what the infrastructure changes should be.	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-59	from Cork to Little Island to the existing route 223 to increase the frequencies in the morning and evening when it is very busy(7-9 and 4-6).	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
NTA-C9-71	Your documents are not accessible to those with disabilities Even at 200 % zoom the photograph is pixilated and impossible to recognise. Public with a visual impairment are prevented from fully understanding the document The writing on many of the maps is not left to right top to bottom making it impossible for those who cannot turn a screen around to read. Also impossible to access on a smart device as the zoom does not work well and it starts to re-load over and over again. No mention that part of the Douglas Road is one way to general traffic, again this makes the document inaccessible to the general public. What is filtered permeability, again using terminology which is not commonly understood is something which makes the document inaccessible to the general public.	Noted.
NTA-C9-89	In general, I am a big supporter of the Bus Connects plan, particularly the expansion of the cycle lane infrastructure in the city, but there is little point in creating more cycle lanes whilst also ruining the existing ones.	In intention is to improve cycle lanes along the routes of the Sustainable transport Corridors
NTA-C9-90	While I understand the need for bus corridors on street parking is also needed.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this

Reference	Submission Statement	NTA Response
NTA-C9-126	There is currently a bus that goes by Courtbrack Foxes Bridge once or twice a day. Due to the development of a number of housing estates, there are a few hundred people living here without alternative transport excluding the bus. Is bus going to continue and is it possible to upgrade this bus as part of the overall project?	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-141	The traffic has become extremely heavy in recent years and the road has started to crumble away with the amount of buses, trucks and cars etc that use it.	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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated
NTA-C9-189	Extend a bus route serving Cork City Centre to the Halfway either via The Viaduct or via Fivemile Bridge and Ballinhassig. This would create opportunities for onward journeys.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-202	I support BusConnects and think it is vital to the development of Cork city	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-203	BusConnects is vital to the development of Cork city	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-204	I fully support the proposals, in particular the segregated cycling infrastructure planned.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-205	Has any consideration given to providing more park and ride facilities	New Park and Ride sites in key locations form part of the BusConnects Cork project.
NTA-C9-206	cannot agree with this proposal due to the disruption of peoples lives	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-209	I am for the most part in favour of the plans. I recognise the need to improve bus/cycle transport in Cork and support those endeavours however I don't think this should be at the expense of one of the only green spaces in the village.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-212	I fully support these proposals and think they would help overcome the primary barrier to the use of public transport in the city (reliability). I would personally like to see transport corridors extend to the industry hubs outside of the city as well, this would help encourage the use of buses for travelling to and from work. One area where this would benefit is Ringaskiddy.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-213	In general, I support the proposed plans.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-219	While the routes are being finalised, I think that the new ticketing system should be rolled out as soon as possible even on the existing bus routes. It should be made a priority	Noted. The ticketing system is a separate project to this scheme.
NTA-C9-227	Maryborough Hill, and the entire scheme is already in the city (as are all Bus Connect schemes). They should be labelled and named Maryborough Hill - City Centre and not Maryborough Hill - City	Noted
NTA-C9-229	Can the bus lanes and cycle lanes be merged?	Best practice indicates dedicated bus and cycle lanes are required.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined? It would help maintain the character of the area	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined?	Best practice indicates separate bus lanes, cycle lanes and footpaths are necessary on these corridors where possible.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined? - would upset people less	Generally separate lanes are required.

Reference	Submission Statement	NTA Response
NTA-C9-229	This would prevent the destruction of lots of trees	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-229	could the pedestrian and cycle lanes be combined?	Where possible it is better to provide separate footpaths and cycle lanes.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined? greatly reduce the CPO requirements	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-232	The bus connect scheme will be net massively beneficial the community, as a board topic item I am very much in favour.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-233	<p>It would be desirable if there was some kind of orbital bus to link the main facilities in the city centre together. For example the bus office, the railway station, CUH, Mercy Hospital, South infirmary/Victoria hospital, St Finbarr's hospital, St Finbarr's cemetery, UCC, College of commerce , CIT, the social welfare offices, Intreo centre, opera house, event centre? etc.</p> <p>What I am suggesting is that once people have made the journey on the bus into town they could then get on an orbital bus route</p>	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.
NTA-C9-234	<p>I understand that consultation and contact from authorities has been very poor and that local implications really are not being considered</p> <p>I believe route plans and levels of public consultation should be reviewed and augmented to ensure a fair outcome for all</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-236	In general huge support for any improvement to public transport and infrastructure to the cit	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-243	It is not a people centred design proposal and consultation at this stage is way too late	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.
NTA-C9-247	I found out about it on Facebook and no official even bothered to inform us first-hand I find it shocking that these plans are being discussed in the summertime when most people are on holiday	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.
NTA-C9-248	Yet, besides the fact that this proximity would forever alter our way and quality of life, I found out about this on social media instead of being contacted by an official authority with first-hand information I couldn't voice my concerns at the NEMO rangers due to being on holidays - very inappropriate time of the year to be announcing such big plans so quietly - and I was shocked to find out that these plans won't be formally voted in the City Council chamber, meaning that even after our submissions we still have no control over government-led destructive changes that would significantly impact our lives	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.
NTA-C9-254	There should be more connections between different routes outside the city centre. For the narrow streets, smaller buses should be purchased that are more suited to the narrow hilly streets around Cork city.	This consultation is focused on the Sustainable Transport Corridors which are the busiest routes into and out of the city. Buses will continue to travel on other routes.
NTA-C9-259	If you research you will find that ballyvolane has one of the worst bud services within the city, this corridor would be better use to ensure a better public transport is available for the ballyvolane and Douglas areas.	Noted.
NTA-C9-278	We object strongly to the loss of all on-road parking. There is an ageing population who require Health/Carer/Family visits to assist with daily living.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.

Reference	Submission Statement	NTA Response
NTA-C9-278	<p>How can you justify the loss of over 200 trees on one road alone in this day and age?</p> <p>The removal of shelter belts and noise and air pollution barriers together with loss of carbon storage and aesthetics is totally unacceptable and is of enormous concern</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-278	<p>No meaningful consultation has taken place despite the public information events at which your representatives could/would not answer the many questions raised.</p> <p>There is insufficient time provided to establish local groups and elect representatives before the public forums and the closing date for submissions on October 3rd.</p> <p>At this time of year many people are away and the schools are closed. That only leaves the month of September to organise.</p> <p>If you really are serious about Public Consultation you must do more to assist and facilitate public meetings to help form groups, elect representatives etc.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-278	<p>Please provide the following (or where they can be obtained):</p> <ul style="list-style-type: none"> *Constraints Study Report *Environmental Protection Statement *Traffic Survey *Projected Benefits *Study of Alternatives *Specific proposal to deal with the increased traffic via Belair and Wallaces Avenue and the increased volume at the junction of the Boreenmanna Road/South Link. 	<p>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.</p> <p>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.</p>
NTA-C9-280	<p>They just got a 53 page booklet of maps which was not at all individualised to them so they had to go through it to find their house and discovered the huge implications for their family.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-281	<p>They just got booklet of maps which was not individualised to them and discovered the huge implications for their family after reviewing it</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-284	The planning and consultative process in this country is absolutely deplorable. People in far away places making decisions without consulting local elected representatives is simply undemocratic.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-286	Further consultation needs to be given to the residents that do not have access to the internet. Residents of the area have not been consulted or given proper information.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-287	There has been little publicity or information distributed within the locality by NTA via post or other media channels	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-289	The lack of consultation of residents is bewildering. Many of the residents of St. Luke's are elderly and have been left frightened and confused by the total lack of transparency in this consultation process and the absence of information.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-290	Over half of the submissions already made (and in some areas over two-thirds), think this Plan is worse than what presently exists in the area	Noted
NTA-C9-294	The Cork bus plan refers to the time for a peak bus trip comparing to an off peak buses trip and concludes the difference is the potential improvement However this does not take into account that the time difference can be due to the bus stopping, collecting passengers and starting at every bus stop in peak times versus occasional stops at off peak time	Noted.
NTA-C9-299	I just wanted to support route 2a going beside the ballinglanna estate If the aim is to cut car travel and promote public transport this would open it up to approx 1200 people who are now reliant on cars as there is no safe way to walk to a bus stop.	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.

Reference	Submission Statement	NTA Response
NTA-C9-303	All of this could be avoided if the bus lanes and cycle lanes could be amalgamated in the plans	Best practice recommends separate bus lanes and cycle lanes on these routes.
NTA-C9-304	At a minimum, the proposed bus and cycle lanes could be amalgamated	Best practice recommends separate bus lanes and cycle lanes on these routes.
NTA-C9-308	Better to combine the bus and cycle lanes to minimise the initial carbon emission required by the proposals.	Best practice recommends separate bus lanes and cycle lanes on these routes.
NTA-C9-308	All these plans involve vast amounts of new concrete. The CO2 impact of construction will take years to offset.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-312	<p>Route 7 - this looks to be much improved to the existing 216 route, particularly increasing the frequency from every 60 minutes to every 30 minutes on a Sunday</p> <p>My only concern is more traffic will be diverted from Douglas Road to South Douglas Road, which may cause delays on this route.</p> <p>Route 14 - great that there will be a more frequent connection from Douglas to Mahon, and now being able to get to Little Island from the south side.</p>	<p>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.</p>
NTA-C9-317	<p>Ballinlough bus route 215 is currently twice an hour & is never on time. What is Bus Eireann reasoning for only 2 buses an hour for a very busy route with some many residents & workings in the Mahon Point Area?</p> <p>New bus route for 215 is now going to be bus route 20. Improving the once an hour planned route needs to be at least twice an hour & on time & more then twice an hour during the peak times, at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly</p> <p>New Route for Crosshaven/Myrtleville/Fountainstown is now going to be 40, 40A & 40B. The local residents of Crosshaven/Myrtleville/Fountainstown would find this quite annoying in terms of changing the bus, reduced times of the new routes, tourists will not be bothered to visit Camden Fort & the beaches.</p> <p>Route 16 & 53 - Both from a tourist point of view & residents in the Blarney & Cloghroe both new timetables are quite shocking due to limited times & trying to get to & from work</p>	<p>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.</p>
NTA-C9-321	This plan has no regard for existing restrictions on road parking. It disregards the needs of a mainly elderly population who need to park close to their home. I strongly object to this proposal.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-324	I would like to say that I am fully supportive of the development of a better functioning transport system.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-325	Bus Connects should be investing in security on their bus and educating the younger generation on a sustainable future by using buses or cycling.	This statement relates to safety on buses and educating younger people about sustainable transport. This consultation is focused on infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-327	Blarney bypass is not computed into the plan. The issue of traffic from the western side of the city and for north-south traffic and vice versa needs to be solved	Blarney is outside the scope of this consultation which is focused on the infrastructure proposed for the Sustainable Transport Corridors.

Reference	Submission Statement	NTA Response
NTA-C9-328	I largely support the current transport corridors. I think they will be an excellent foundation for a more sustainable city In my opinion a huge amount of the delays and difficulties I faced on this commute were due to a major transport route being bottle necked I also welcome the addition of dedicated bike lanes	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-332	I am glad to see that there are one-way cycle facilities that (from the policy's wording) should cover both directions, but I sincerely hope that where there are cycle lanes, they are always in both directions and do not suddenly start and stop. several traffic lights at junctions do not change if there is a car present. I don't know if it's a weighted or magnetic thing, but you can see square platforms under the tarmac at these crossings and they do not notice cyclists.	It is intended that cycling facilities are continuous and that traffic lights recognise and respond to the presence of cyclists at junctions
NTA-C9-332	It is not safe for cyclists to have to go in and out of traffic like this. Please consider where these new cycle lanes start and end so they can be used consistently. Traffic lights do not notice cyclists - This is quite dangerous for cyclists when taking right hand turns in filter lanes	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-332	I support this initiative and I am very glad to see that more is being done to make it easier to travel around Cork without a car.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-333	I feel the general thrust of the argument to maximise throughput at junctions could be strived for in a similar fashion throughout the Bus Connects Cork Sustainable Transport Corridor Proposals.	Junction design will be developed as the project progresses.
NTA-C9-338	If cycle lanes are connected/continuous and protected from other traffic, they will be used - even along steep hills as e-bikes become more popular	Noted
NTA-C9-338	Some allied suggestions might involve some extra cost for cars containing just the driver (anecdotally, most cars in Cork); lowering bus fares even further in order to attract more bus users.	Noted
NTA-C9-338	Enforcement of traffic and parking regulations is also essential	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-338	Areas around schools should also be treated as "quiet" zones, where car traffic is restricted	School zones are being delivered through the Safe Routes to School Programme.
NTA-C9-338	I am fully in favour of the general thrust of the proposed BusConnects plan. Car use needs to be disincentivised	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-342	All cycle lanes in the city to be painted the SAME colour and should NEVER be the same colour as the road beside it. If a cycle lane is beside a footpath it should NOT be the same colour as the footpath. here also needs to be cycle stencils all the way so that people know its a cycle lane. Barriers are needed on Airport Hill just like in Amsterdam between road and cycle lanes and the lanes need to be painted a different colour than the road. Example there is a pothole on Washington Street cycle lane that you need to swerve to the right onto bus traffic . There needs to be a DEDICATED cycle hotspot on the Council website to allow us to report these issues across the city.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-343	I support more bus lanes - even if that means less space for cars. There is no other way to deal with climate change. every bus or cycle trip means less money is spent importing fuel from abroad; this money can then be spent in the local economy please don't forget about the people in rural areas	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-351	I appreciate that new bus/bike lanes need to be developed but I don't agree with how detrimental this one will be to the families involved who will have to lose a huge part of an already tiny garden & parking facilities.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-Works involving structural walls will need to be carefully planned to minimise disturbance to residents.
NTA-C9-351	I also feel it would be so disruptive & unsafe to live there with small children while a clearly structural wall is knocked & re built.	Works involving structural walls will need to be carefully planned to minimise disturbance to residents.
NTA-C9-352	A North Orbital bus route should link Ballingcollig to Glanmire via Apple (Hollyhill) and Blackpool. This bus route should operate 7 days a week, start early in the morning (before 8:00), and finish around 23:30. There should be an Airport Shuttle: City Centre to Airport Express (no stops at Airport Business park). The frequency should be every 10 min. And the opening time should match the Airport. A new bus ticket type should be introduced: the ticket should be valid for 60 (or 90) minutes on all bus lines within the city boundaries.	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.
NTA-C9-355	I am writing in support of the BusConnects Cork Sustainable Transport Corridor plans. I believe any improvements that can get the public out of the car and move towards public transport and walking / cycling safely is essential to the medium-term and longer-term future for Cork City.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-359	Could consideration be given to providing a cycling corridor through the Jack Lynch tunnel? It would enable an easy route by bicycle from Blackrock to Little Island/Carrigtwohill etc.	This statement is related to the Jack Lynch Tunnel. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-359	In order to encourage more people to use buses they have to be frequent and run from early morning to quite late at night. Consideration should be given to allowing bicycles to be taken on buses More frequent bus stops are needed also,	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-359	Also in other countries where cycling and walking are better facilitated, there are a lot of pedestrian and cycle crossings and they have greater access in terms of green lights to cross. I have cycled a lot in other countries and cycle lanes follow pedestrian access, i.e., when pedestrians have the green light to cross, cyclists can also cross in the adjacent but separate cycle lane. If cycling is to be encouraged, then more cycle stands for parking are needed.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-359	If there were greater penalties for speeding cars, people may feel safer cycling on our city roads.	This statement suggests increasing the penalty for speeding. This consultation is focused on the Sustainable Transport Corridors
NTA-C9-359	Also in other countries where cycling and walking are better facilitated, there are a lot of pedestrian and cycle crossings and they have greater access in terms of green lights to cross. I have cycled a lot in other countries and cycle lanes follow pedestrian access, i.e., when pedestrians have the green light to cross, cyclists can also cross in the adjacent but separate cycle lane.	Road crossings will be implemented in accordance with the relevant guidance.
NTA-C9-359	The current situation where cars can cut through cycle lanes is very dangerous.	Cycling facilities will be provided in accordance with the relevant guidelines which provide priority to cyclist over vehicles turning across the cycle lane.
NTA-C9-360	I have noticed that the Kinsale Road Roundabout Green area in Cork is being sprayed with weedkiller and the grass is being routinely mowed. With the drastic decline in biodiversity the NRA should be encouraging more wildlife friendly practices such as leaving green areas to grow with only annual cutting and to stop using chemical weedkiller.	The use of weedkiller is an operational issue best directed to the Local Authority

Reference	Submission Statement	NTA Response
NTA-C9-361	I hope that the changes that are coming around with bus connect will improve the reliability of bus routes. The 207 is timetabled to arrive every 30 minutes today. This will be reduced when the new number 10 and number 2 routes come into effect. I propose increasing the frequency of the number 10 to every 15 or 20 minutes similar to the new number 7 Mount Oval route	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.
NTA-C9-361	Overall I'm very supportive of the proposed changes especially the improvements to cycle infrastructure	The NTA welcome this positive feedback and support for the scheme.
NTA-C9-362	These could also be extended to connect Blarney and Glanmire with the city. A large swathe of Blackrock-Ballintemple without an STC could also benefit from such a connection. Others can be further extended to connect more people, such as extending Corridor I further into Rochestown. These will also enable modal shift from the private car toward usage of more sustainable modes	The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-362	These positive investments in sustainable transport corridors will go a long way to meeting Ireland's climate targets, reducing CO2 emissions in Ireland's second most polluting sector.	This supportive feedback is welcomed.
NTA-C9-362	Unfortunately, the proposed junctions create unnecessary clashpoints between pedestrians and cyclists, something we feel will cause avoidable injury, and lead to conflict between two sustainable modes of transportation. Instead, a Dutch-style mode of junction could be pursued, such as outlined in the below diagram Switching to this style of junction, especially at areas such as the Old Fort Road/Main Street Ballincollig intersection and the Curraheen/Melbourn Road intersection (to name but a few), would improve ease of cycling and reduce pedestrian fear, all while requiring no notable increases in costs or design efforts.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-363	Apart from local flyers being produced & dropped in our letterbox we would not be aware of these proposals at all. Why did the NTA not contact all residents in the area to make this move known?	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-365	I have noticed that there is no direct route from the hospital, through Togher and onto the city centre. This will cause trouble for the people of Togher as there is no form of public transport and a lot of people especially elderly and disabled people use the bus regularly.	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.

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NTA-C9-368	<p>Your map information is very difficult to read in general and it is not possible to increase the magnification in the adobe file.</p> <p>It is almost impossible for people with visual or colour blindness impairments to read and distinguish features on the maps such as the tree removal/felling legend details for example.</p> <p>Your postal brochure literature that residents receive does not list your postal address at Horgans Quay where people can send their submissions/objections to.</p> <p>As mentioned already, Blackpool is an area with a high demographic of elderly people, who may not always have access to the internet or may not be well versed in IT to make online submissions through your online portal.</p> <p>Residents should be able to send submissions/objections via free-post envelopes which should be provided by the NTA (especially as the NTA is a government body) as a part of their sending their postal information package.</p>	Noted
NTA-C9-371	I object strongly to some of the proposed routes.	Noted
NTA-C9-371	Some of these proposed corridors remove parking for residents without providing additional spaces	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-372	Another area where the alternatives have not been clearly enough explained is where roads are being made one way or exit and entry points are being removed (example Douglas Road).	The revised proposals for Douglas Road involve bus gates which are operational in peak hours only. Vehicular traffic can continue to travel in both directions outside the peak hours.
NTA-C9-372	I don't feel that enough information has been provided on what alternatives and workarounds have been put in place for impacted residents	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-373	All bus routes never include Lee road. As there is a medical clinic on the Lee road I think it would be important not to overlook this when considering new bus routes.	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.
NTA-C9-374	Overall the plans for Corridors H, I, J & K should be implemented in full Bus journeys are often delayed in traffic and it is not currently safe to cycle in these areas during anyway busy/useful times	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-375	it will devalue their property, there's no compensating for that.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.
NTA-C9-375	In my opinion it's wrong to impose a compulsory purchase order on residents, to remove their boundary walls will in some cases make it impossible to park their cars in front of their homes w	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>

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NTA-C9-377	The plan is welcome. We must get the car out of our cities, towns and villages where space left for pedestrians is often minuscule. Space is completely prioritised for the car and the majority of the cars have a single occupant	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-378	traffic signals are widely ignored by motor traffic in Cork, unless there are automatic cameras and automatic fines enforcing the bus gate/bus lanes, the system will not function because the bus will be caught in traffic as usual. Likewise, illegal parking along all routes: in bus lanes/on pavements and on cycle lanes will obstruct the passage of buses, cyclists and pedestrians as at present unless a system of camera surveillance or systematic patrols with automatic fines and a towaway system is in operation.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-378	The Dublin version puts cyclists at risk from turning motor vehicles, and increases the straight line distance that pedestrians have to walk to cross the road when the lights change.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-378	As we are committed as a nation to reduce transport carbon emissions by 50%, we have to make major changes to transport, and Bus Connects is a necessary part of this for Ireland. I support Bus Connects in Cork	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-383	208A frequency would make a huge difference to the commuters of Waterfall. Would encourage more people to get the bus to UCC/CIT, work and into the city for social activities. For people living in Waterfall it would be an idea to add a special reduced fare on the Crossbarry Bandon bus that already passes through Waterfall Ó Sheas. Adding a stop at Ballymah pitch/Heather field and OSheas would be immense for the people in the area	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.
NTA-C9-383	I still don't see links in areas that are not connected. For example Curraheen cycleway to Ballincollig/safe cycle to Bishopstown.? Waterfall /Ballymah to Bishopstown? These would greatly connect people on an active transport for people who are not connected. Who then could avail of services.	The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-383	For the 208 to actively encourage users on the Waterfall area to use the bus I would suggest allowing a parking scheme with the The "farm area" or the Greyhound track may be something to consider.	Noted
NTA-C9-387	At least approach the residents & tell them not many are online & can see this on social media, it is a mature residential area but if research was done ye would know that.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-388	I can get fairly easily and directly to CUH hospital (214, not possible under the new plan), Wilton shopping centre (again not possible), the dentist (a direct 219 to [personal information redacted] during the week), the train station (again the 214 which will no longer cross the city) and Mahon shopping centre (direct with the 219). The new plan fails to take into consideration the needs and priorities of women, children and elderly people, who are more likely to use (and need) routes around the outskirts of cities	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.

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NTA-C9-394	<p>The report describes itself as the “emerging preferred route”? Who has endorsed this as an emerging preferred route?</p> <p>What other options have been considered (one way system including Blackrock Road, Boreenmanna Road, and Ballinlough Road?) if this is the emerging preferred route?</p> <p>Why were those options not shared with the local communities as they were assessed and discounted? Why were communities not asked for ideas?</p> <p>A budget of €600m is mentioned? What is the basis of this budget and its composition?</p> <p>6.3 How will submissions be assessed and reflected in the final decisions on this proposed scheme? What rights of appeal will communities have?</p> <p>6.4 How will local communities be involved in the detailed design and its decision process?</p>	<p>The options considered are outlined in the options report which are available from the BusConnects Cork website. All the submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. A public consultation report on each corridor has been prepared which outlines the proposed response. 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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-395	<p>I am disgusted that such a huge amount of public money is proposed to be spent on such a scheme when there are many other important national and local needs going unmet.</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p>
NTA-C9-398	<p>It is important to have local input and it is regrettable that the consultants tasked with formulating the plan did not involve locals at an earlier stage where we could have advised on realistic options.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-409	<p>What about all the elderly living along these roads who need easy access to their houses</p>	<p>Access to peoples houses will continue to be available. 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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p>
NTA-C9-409	<p>no need for the cycle lanes that are all of a few metres then merge again with the road making it so dangerous</p>	<p>It is intended that cycling facilities are continuous.</p>
NTA-C9-409	<p>What about all the elderly living along these roads who need easy access to their houses be it with cars parking outside</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-409	<p>leave the trees alone</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-409	leave the people's gardens	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-409	no need for the cycle lanes that are all of a few metres then merge again with the road making it so dangerous	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-414	We are in favour of improved cycle infrastructure in general. This would be particularly beneficial for the 100's of students that go to the city each day for school and college	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-417	the amount of public money that is proposed to be spent here could be put to far better use	Noted
NTA-C9-420	I don't understand why the Realtime app is accurate. I have waited 50mins for the 220 bus, when I thought that it would arrive in 5mins. Surely a proper link to a bus's GPS is not that difficult to achieve?	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-421	I think it's a great idea!	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-422	There has been absolutely zero outreach to the communities affected	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-422	the fact that the bike lanes as they stand are totally ineffective and extremely dangerous for cyclists.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-423	The old stone walls, which are an intrinsic part of the neighbourhood character and heritage are in bad repair. Historic railings are dilapidated and should be restored, not shored up with some galvanised fencing	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p> <p>The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-423	Trees need to be maintained and at the very least leaves swept up in the city	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-431	Do not consent to this preposterous plan that thinks you can take away my garden!	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-
NTA-C9-433	there is nowhere to park in the city anymore besides high priced car parks. if you take these spaces WHERE WILL THE RESIDENTS PARK?????? where will they park there car safety at night will they have to walk a distance to there house at night when the city is so unsafe at the moment.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-433	large footpaths have taken over bridge street unnecessarily	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-434	I feel the removal of further on street parking from in and around the city centre to be a major drawback of this plan. There has already been extensive removal of on street parking (350+) in recent years and further removal of spaces will make it more difficult for those of us who commute to reach our place of work. Improvement of cycle infrastructure at the expense of on street parking ignored the needs of those who are not serviced by a workable public transport and is a glaring deficiency in the plan. I find the removal of those spaces within walking distance to be unnecessary and impractical and will damage local businesses.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-436	The proposed removal of parking for residents along ballyhooly road and summer hill is outrageous.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-443	The proposal will ruin all parts of the city and destroy peoples home in the process as other contributors have already put forward the road infrastructure that is in place and with the insight of the people of cork and plans already put forward but cork city council.	Noted
NTA-C9-443	Unecessary expense I strongly oppose the plan.	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe . This will cause longer delays and increased pollution in Cork. 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.
NTA-C9-475	Having a 'public' forum for Routes A, B & C that is 90 minutes long is also preventing a proper conversation happening which is clearly needed. The NTA had dropped in leaflets containing high level generic details on the 'benefits' of bus connects without laying out the details of what impact this scheme would have on each area. Perhaps engagement with the above-mentioned stakeholders to find a solution that suits all would be best as well as better communication to the communities that this will impact.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-477	No to this think of people living in these areas	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe . This will cause longer delays and increased pollution in Cork. 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.

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NTA-C9-480	<p>I have no problem with this proposed change.</p> <p>The advantage of this change is then every property is electric car charger ready.</p> <p>Chargers can be fitted on the property and connect directly to their car parked on the street and there is no risk to pedestrians, no trailing wires as the footpath is now on the opposite side of the road.</p> <p>Otherwise fantastic alterations and I fully support public transport upgrades and more active travel bikes etc can only be good.</p> <p>Thank you for the improvement work.</p> <p>the new led street lights are great.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-481	<p>I wish to object to the new proposed layout</p> <p>The taking away of the parking is absolutely ridiculous where are ye expecting residents to park</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-482	<p>I am deeply concerned for the many elderly residents in this area who have roadside parking.</p> <p>Driving is essential for the elderly in Oder to visit doctors, shopping and visiting.</p> <p>I strongly object to this plan.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-483	<p>I think my [personal information redacted] deserves safe access to her school and the proposed works should not go ahead!</p>	<p>Noted</p>
NTA-C9-488	<p>First, I object to the disingenuous use of cliché throughout the Bus Connects document.</p> <p>Multiple reuse of sentences such as "To facilitate these sustainable transport improvements, removal of some on-street parking spaces is required in places." is representative of the laziness with which this document has been prepared. It is both irritating and uninformative. Many other examples of a cut-and-paste approach are evident.</p> <p>In a more general sense, residents, and businesses, along the proposed Bus Connects routes should not be treated as though they are impediments to this grand plan.</p> <p>They too are citizens and should be treated accordingly.</p>	<p>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. 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.</p>
NTA-C9-490	<p>Can someone please tell me why it costs 8 hundred thousand euro to put in 1 kilometre of cycle path . I think it is a waste of taxpayers money to put cycle paths where very little people would use them, use the money for other projects.</p> <p>Can we get someone from Cork to design these projects in Cork, not a company from Dublin and the USA I bet they didn't even travel on a bus or road in Cork they are designing these from Google maps I'd say</p> <p>The government will have to get away from getting 3 tenders and picking the cheapest one</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe . This will cause longer delays and increased pollution in Cork. 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.</p>
NTA-C9-492	<p>Complete joke who designed this nonsense, where is everybody going to park.</p> <p>Pouladuff road is a death trap already!!</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identified opportunities to provide replacement parking where possible.</p>
NTA-C9-497	<p>we object to what yee are doing to our roads taking away our parking space</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-499	<p>Please include covered bus shelters in at least half of the proposed bus stops.</p>	<p>The design of bus shelters will be developed as the project progresses.</p>
NTA-C9-499	<p>More Park and Ride facilities should be opened across the parameter of the city.</p> <p>It is an unavoidable fact that many commuters travel from satellite towns and rural areas where public transport is not practical.</p> <p>These facilities should be opened on each of the N roads that enter the city.</p>	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>

Reference	Submission Statement	NTA Response
NTA-C9-505	<p>I am a resident of [personal information redacted]. I am a member in various clubs. I am receiving communication from one of the clubs I am a member of urging me to make a contribution that the club considers negatively impacts their activity, namely the parking of parents cars while their children attend an activity on site. I hope that this sort of NIMBYism is ignored, rejected forcefully and that the greater good is considered above that of individual organizations.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-509	<p>Put a fee on cars coming into the metropolitan area during rush hour times. This will allow buses to be on time and not impact the existing road network. We don't need to dig up or disrupt areas to do this.</p> <p>Encourage people out of cars by way of cost to them and increase buses. Simple fix. This report is a waste of money and time just make simple changes and it will resolve.</p> <p>Utilise the south link to expedite services into the city centre from carrigaline. And ballincollig or introduce a railline for them.</p>	<p>This statement proposes fiscal measures for car use. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-512	<p>I feel we should provide more linkage across the city surrounds in order to get a full embracing of a city feel to all areas now included in the Cork City boundary.</p> <p>We should continue more routes through the city centre or just passing on the outskirts, to help with inner city traffic. I feel if we had this better linkage for say UCC/CIT through the city to Mahon/Blackrock and or Douglas, this would increase the likelihood of all our children using this facility in particular to access from east to west, it is well served north to south by buses from Mahon to Knocknaheeny & CIT/UCC to Saint Luke's, I cant understand why we don't link directly East - West more also?</p> <p>The journey time from Blackrock/Mahon to UCC or CIT is just too long when you include the change and wait, a new route to skirt the south of the city centre would be well received in my opinion.</p>	<p>This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-515	<p>It is widely accepted at Government and Council level that we need less concrete and more greenspaces to tackle climate change. This scheme takes mature trees, and grass verges and turns them into concrete carriageways.</p>	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p>
NTA-C9-515	<p>We need more trees, not less. Cutting down trees (Even with the nebulous promise to replace) is not a welcome development in my view.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-515	<p>4 lanes of traffic makes cycling far more dangerous, more noisy, less healthy.</p> <p>In addition, the debris thrown by the traffic often makes the cycle lane unusable. This is combined with the absence of parked cars.</p> <p>The results in an open, wide carriageway, thus allowing vehicles to increase their speed, especially at off peak times.</p> <p>Any proposals for "segregation" are irrelevant, since the bollards or cones, used to provide the protection are easily destroyed by a single vehicle accident and the replacement lead time can be long. The absence of bollards just makes the cycle lane, a parking lane, or an undertaking lane.</p> <p>It can also give vehicles the option to park on the footpath, endangering pedestrians. This is often the experience in practice, even if its not the intention.</p> <p>Wide 4 lane carriageways make it more enticing for people to use their car. They can travel at higher speeds during off peak periods which in turn repels pedestrians and cyclists and especially children. The Skehard road in Mahon is a great example of how an area can be destroyed by well meaning schemes such as bus connects.</p>	<p>Based on the submissions made during the public consultation process and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p> <p>The potential noise impact of the scheme will be detailed 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 considered by An Bord Pleanála in their assessment of the scheme. The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface.</p>
NTA-C9-520	<p>I have observed the Bus/Cycle plan for Cork City with absolute incredulity. As one who has lived in the City for 54 years, I beg you to stop this madness, it is completely unnecessary and will pit the local population against the Authorities. I doubt if any of the road designers live nearby or in the City. Just look around the Centre of Cork, parts of the commercial area are derelict and this dereliction is spreading.</p> <p>There is no convenient parking in the City Centre and there are no toilets, but here we are with a proposal to spend millions in order to ferry people faster into this mess.</p>	<p>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.</p>
NTA-C9-521	<p>I oppose the planned changes to Ballyhooly Road and see no possible reason for them.</p> <p>I will be campaigning with my neighbours against the proposed works.</p> <p>The lack of communication on this and lack of support from local TDS is very disappointing</p>	<p>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.</p>
NTA-C9-528	<p>The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-532	<p>To whom it may concern, I strongly oppose the proposed removal of residential parking on Evergreen road in Turners Cross.</p> <p>As a local resident I am very dissatisfied to hear that there is a proposal to remove residential parking with no solution as to where residents are going to park in the future.</p> <p>This will lead to congestion on other local roads and will cause a lot of distress for local residents.</p> <p>Locals residents strongly oppose this proposal to remove parking and will do all they can in their power to stop these plans going forward</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-532	<p>Also and more importantly removing residential parking will lower the value of our homes on the housing market, which is completely unfair and wrong.</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.</p>

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NTA-C9-538	<p>Making this submission in relation to the impact of these proposals to the Cork Constitution facilities. Specifically the proposals will install two 3 meter wide bus lanes and two 1.8 meter cycle lanes on the full length of the road outside Cork Constitution.</p> <p>This will completely remove all parking facilities outside Cork Constitution.</p> <p>The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-550	<p>Residents of evergreen road need parking which is already limited and a new apartment complex has just finished without parking.</p> <p>You would be devaluing residents property with the reduction in parking which is already at a premium.</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.</p>
NTA-C9-550	<p>Likewise plans for the Douglas road and Mangala are equally abysmal. These older green areas need to be preserved. Shame for even planning this publicly it really is just awful.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-560	<p>I would like to propose a compromise. I very much believe that it is not necessary for there to be a bike lane and a bus lane on BOTH sides of the road. Would you please consider only putting a bike lane and a bus lane on one side of the road to allow room for parking?</p> <p>The compromise of only adding to one side of the road I think is very reasonable and would at least allow us a place to park on the road.</p>	<p>Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions. The revised proposals have included provision for a bus lane in one direction only in places.</p>
NTA-C9-560	<p>There are also beautiful trees all along the road that this proposal would tear them out. I also think that this is unnecessary.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-560	<p>My house is directly on the road impacted.</p> <p>Every day I park my cars on this road and if this proposal moves forward I won't be able to. This expansion will make the road more dangerous for children.</p> <p>They will be exiting our house directly onto the road!</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-564	<p>I, as a [personal information redacted] in [personal information redacted] object strongly to the proposed parking restrictions on Temple Hill.</p> <p>On 3 mid week nights and again on Saturday morning (up to 600 kids under ages of 12 years) youths and juvenile players utilise the spaces outside the grounds on Temple Hill, obviously through their parents, to participate in training and games.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-564	<p>Not having these spaces available represents a major Health and Safety risk to the young participants.</p> <p>With no proposed parking in the immediate area, youths and juveniles will be put in danger from a traffic and from a personal safety perspective.</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>

Reference	Submission Statement	NTA Response
NTA-C9-565	i am hoping the busses will come to a central hub as from the maps it doesn't look that way. Maybe not all the busses need to do this but having as many connections as possible would be great.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-565	I am not sure if there are plans to plant trees but it would be very nice if that were incorporated into the plans. Trees help with drainage, shade and they look well, giving a nice atmosphere to the area. Western road all the way to Wilton and out by Bishopstown is pretty bereft of trees.	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
NTA-C9-565	If the cycle lanes could be protected and have cyclist preference for road crossings etc. that would be great. Trying to go towards town from uni halls is dangerous. Also cycling to [personal information redacted] is dangerous. I actually don't cycle it even though I have the bike because its just too dangerous between Vic Cross, Dennehy's Cross and Wilton roundabout.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-566	This will remove the ability for me to own and park a car outside my residence,	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-576	I would like to register my displeasure at the destruction of mature trees in all the bus connects areas.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-610	We request that the strategy recognise the unique nature of an airports transport demands. Including the provision of very high frequency/capacity direct bus services to the terminals, with appropriate facilities for luggage, the need for out of hours services both late at night, and in the early morning, and the need for local direct bus services for staff. We welcome the proposed investment in the radial and orbital bus connects corridors	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.
NTA-C9-610	Dublin Airport welcomes the proposed bus network scheme to the Cork area focused on sustainable modes of travel.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-613	Bus Gates should operate at peak hours where possible.	This suggestion has been included in certain locations within the revised proposals.
NTA-C9-613	Consideration should be given to cyclists accessing cycle lanes from minor roads.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-613	The emphasis of the STC's on the North Side of Cork that "All roads lead to Apple" is causing people to feel that no one is thinking about the citizens of the area. Every effort should be made to allay fears and create a positive outcome for everyone that lives on the North Side.	The STCs are proposed on the busiest route into and out of the City. Buses will continue to travel on other routes. 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.
NTA-C9-613	All the trees removed should be replaced with a greater number, to reflect the carbon value of the tree. It is important that the area is kept 'green' to improve air and visual quality.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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

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NTA-C9-614	I am opposed to this plan due to the environmental & biodiversity impact on the area.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p>
NTA-C9-625	I'm aware that the bus and cycle is good for the environment but it's not practical. What happens when you have a baby - try and carry all baby requirements on a bus and juggle shopping etc., Add the rain to this and you can see it's not practical.	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.
NTA-C9-634	I don't believe you need to upgrade the road to address flaws in the bus system (eg buses not showing up).	Noted
NTA-C9-634	I am in favour of protected cycle lanes in Cork city bike lanes are often under debris including glass	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-634	There is no little to no enforcement of cars parking in bike lanes cars travel much too fast and drivers are poorly educated about the safety of cyclists. Start penalising motorists to get them out of their cars.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-638	Under your present proposal any journey I would undertake to Ballyphehane/Togher area of city, you will make me Double my journey time and carbon footprint. Have you looked at the possibility of using 'Slider buses' or 'Bendy buses' as they are sometimes known	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.
NTA-C9-639	effecting the local community in a negative way.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-655	Objections to raise regarding the current proposal of up to 73 homes by seizing gardens, removal of 283 public street parking spaces, destroy almost 200 trees all for the goal of reducing bus times from 36 minutes to 17 minutes as claimed by NTA.	Noted
NTA-C9-655	Worsening of air quality in the area.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-655	All local Authority decision making is removed and bypassed.	Cork City Council are actively involved in this project. The proposed Sustainable Transport Corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in conjunction with Cork City Council and Cork County Council, which seeks to increase the number of people using public transport in Cork fourfold by 2040 and

Reference	Submission Statement	NTA Response
NTA-C9-655	No traffic modelling has been validated to prove the savings of time.	<p>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.</p> <p>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.</p>
NTA-C9-656	The plan is ambitious but necessary and can only lead the way in showing how other bike and bus routes can work. [Unsafety is] What would stop the majority of Corkonians using their bikes for the short journey in our small city. Most of the cars in the am are single-occupancy passing by me - what a waste. Kids too.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-664	I am happy with the plans for the construction of the new cycle lane	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-664	what I believe is lacking in Cork and important in other cities are secure, sheltered places in which to park your bicycle. I would like to recommend that TII or Cork County Council build such facilities as they encourage more people to use their bicycle during the day, knowing that it will be safe from the weather and theft.	This consultation is focused on the Sustainable Transport Corridors. Supporting infrastructure such as bike parking is being provided in Cork and more will be required to meet Ireland Climate Change targets.
NTA-C9-664	, I would like to say that I am in support of many of the plans. I hope they can be implemented quickly because it is very important that our city moves away from the use of cars.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-666	Surely the money and effort that will be put into this development could be put to much better use.	Noted
NTA-C9-667	The whole plan is concocted from desk based officials work from offices where they have free parking or have the luxury of working still from home.	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 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
NTA-C9-675	Looking carefully at the proposal it drives a coach and fours through our heritage and history	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p> <p>The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-675	The destruction of so many trees is heartbreaking.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-677	I believe the proposed plans will take away the opportunity to park adjacent to the grounds which will impact on my ability to attend, I humbly request proposal be amended to allow for parking	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-677	I would state my complete agreement and support for improvements in public transport, cycle lanes and greenways.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-679	The Bishopstown route should be extended to the MTU campus. Could either route E or F be extended to the railway station.	The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-681	The submission includes an attached study on the nature of Cork and the public realm and economic concerns around heritage protection and the protection of city centre neighbourhoods including comment on transport routes and the effect of good design principles.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced. The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-681	The submission questions if people will be compensated financially for losses to their environment or the values of their homes due to the nature of the proposals.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.
NTA-C9-689	As someone who cycles and uses buses, I would consider cycling to a bus stop, leaving my bike there and getting a bus from there, but often the options to leave a bike securely at a bus stop are limited. This is more an issue with out of town/peripheral bus stop (for example the cork airport business park bus stop). You could secure your bike to the bus stop, but I'm not sure anyone wants that.	Parking for bicycles will be required at larger bus stops.
NTA-C9-699	It was mentioned at the meeting with the NTA that leaflets regarding information for the proposed plans had been sent out to houses in the areas affected however when queried why no one has received any such information the response was "well we paid someone to do it." This is a grave oversight that needs to be addressed. Ignorance is simply not good enough.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-700	It needs to be frequent and on time Many bus stops do not have live display information. Even those that have the display, it seems like it is not accurate. Can we get live map tracking of buses	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-700	There was a dedicated cycle lane the whole way and it was reasonably direct The mentioned cycle lane did not have water logging issues.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-700	I would like to say that I support these proposals for Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-702	I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-704	The scale of the changes proposed are enormous and complicated. Those threatened with losing their properties by fliers posted in June 2022 must wait a full year before any feedback with the next draft of designs. That is far too long to hold people under the kind of stress that CPO threat will inevitably cause.	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 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
NTA-C9-705	Better traffic management and the use of one-way systems would be preferable to seeing our neighbours lose their own private property and see so much of our scarce green infrastructure being replaced with more concrete and asphalt.	Ensuring one way systems do not result in overly circuitous travel routes, particularly for cyclists is a challenge.

Reference	Submission Statement	NTA Response
NTA-C9-705	I'm also quite worried about the removal of so much heritage and the loss of trees in some of the more mature areas in Cork	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p> <p>The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-705	I'm also quite worried about the removal of so much heritage and the loss of trees in some of the more mature areas in Cork	<p>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. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-711	I feel this plan has been poorly researched and would appeal to the NTA to engage with the local communities before presenting proposals to change how we live forever.	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-730	While the Cycle network is very much to be welcomed I would have serious concerns about the design of segregated junctions designs to date in Dublin.	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-730	I would not feel safe cycling through these junctions with my children or anybody new to cycling in the city. Best and safest practice internationally is the traditional Dutch style	<p>Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.</p>
NTA-C9-730	The Cycle Network is very much welcome and it is positive to see the emerging routes show a connected and coherent network.	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-733	The appears to be no parking provisions for handicapped vehicles.	<p>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. The allocation of parking spaces is a detail that will be</p>
NTA-C9-733	It appears that Traffic Proposals were not circulated via Social Media	<p>The proposals are available for the BusConnects Cork website.</p>
NTA-C9-736	i don't see any mention of increased bus from Coachford, Cloghduv etc	<p>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</p>
NTA-C9-739	there should be at least one stop in central/western Cork for people living in the Carrigaline area. So many people living there are going to MTU, UCC, MUH, CUH etc When ~90% of survey respond it is worse for them, please take this in consideration and do not pride yourself that ~10% think it is better	<p>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.</p>
NTA-C9-745	The proposed west-bound bus stop is to be located on the main carriageway directly opposite the busy exit from Roadstone's Classis Location. This a very busy exit for heavy fully laden trucks. The safe exit of these trucks needs more consideration	<p>As the project progresses the specific location of bus stops will be developed.</p>
NTA-C9-757	Traffic should be reduced and cycling infrastructure will not need to be built.	<p>Best practice indicates cycle lanes are required on these routes.</p>

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NTA-C9-757	Object to current plans if trees are not to be properly replaced.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-757	Roads should not be built for large buses which are unreliable, rather van-sized shuttle buses should be in operation and fit in existing infrastructure.	By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. The arrival time of buses will be more consistent and dependable.
NTA-C9-763	It is difficult to envisage an increase in use of bicycles as a transport mode as cycling in Cork is a challenge with hills, windy days and nights, lots of rain and major concern about security and parking without vandalism. Cycle lanes should not be immediately parallel to car lanes and effort and resources are required to come up with alternative routes in Cork.	Ebikes are increasing in popularity and greatly assist the challenge posed by Cork's topography.
NTA-C9-763	A lengthy period of 5 years at least should be allowed to introduce more park and ride facilities and resources redirected into opening these on each of the national roads that enter the city. A period of time, not shorter than 12 months after their introduction, should be allowed to assess the impact and test the increased usage of bus numbers, road traffic reductions, air quality and decarbonisation.	The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-763	Potential land acquisition from gardens should not be necessary	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-769	Green Spaces for Health advocate for the retention of as many trees as is possible on the proposed routes. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for pedestrians, cyclists, residents. Importantly they support ecosystems that require urgent protection.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-769	Where trees are being planted along the proposed bus connect routes Green Spaces for Health request they are native trees in the main. We encourage the insertion of strata cell technology to support trees	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-769	Green Spaces for Health suggest that the bus shelters servicing the new and existing routes in Cork be designed to incorporate a green roof to support biodiversity and clean air. Green Spaces for Health would be available to input to the design.	Bus shelters will be designed as the project progresses.
NTA-C9-769	Green Spaces for Health strongly support the inclusion of bike lanes that don't solely serve as a means to transit through areas but bike lanes that serve the local community of cyclists including children, families and older people on bikes.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-775	Object to the cycle lanes in order to stop the felling of 200 trees. Trees help to reduce urban heat	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-778	Lack of consultation with the local authorities and representatives of the residents who have lived in the areas for many years has led to an unclear proposal	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-778	it appears a general standard proposal has been put forward for each corridor, without any benefit / effort analysis or live surveys of traffic flows being completed. With the astronomical costs involved, it is vital that the benefit of each corridor is transparent.	<p>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.</p> <p>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.</p>
NTA-C9-789	Many members of the public cannot avail of upstairs seating. Getting up and down the stairs in time presents hazards even to the most able bodied people.	This statement relates to the allocation of seating within the bus vehicle. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-789	The current plan to continue to use heavy polluting diesel double decker buses will reduce the air quality in Cork along with damaging the roads and emitting noise pollution	The BusConnects project involves transitioning to a new zero emissions bus fleet
NTA-C9-789	The plan to introduce diesel double decker buses has taken no consideration of the quality of life of Cork citizens as they will have to live with large, polluting, noisy and not visually appealing buses.	The BusConnects project involves transitioning to a new zero emissions bus fleet
NTA-C9-791	The route will take car parking spaces from outside businesses. Older clients and those who cannot walk far will be deterred from coming to local business	Where there is a loss of parking spaces and it is appropriate to provide replacement spaces, we will seek to provide, where feasible, alternative parking close by for residents and businesses
NTA-C9-791	The proposed route should not take car parking spaces	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-796	Create orbital routes around the city using the existing bus fleet on outer rings. Implement a new fleet of people carriers/minibuses that will run a shuttle service from the orbital routes to the city centre. Intall electrical charge points for vehicles throughout entire city area.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.

Reference	Submission Statement	NTA Response
NTA-C9-796	The proposal will destroy the character of the city with areas such as the Fingerpost being removed and limestone walls	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to consider how the impacts on heritage can be reduced.</p> <p>The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-796	Proposal will have a huge environmental impact given the environmental footprint of building works	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-796	The proposal for land acquisition will be an enormous cost	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-796	No transparency around who is designing these routes – who are the architects? What are their qualifications in city redesign? When did they visit the city? What consultation has been done prior to these proposals being laid out?	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-797	STC in Hollyhill, Blackpool, Mahon and Douglas areas will prevent families with young and/or disabilities from being able to use their vehicles to shop, school drop offs, or get to work.	<p>Undertaking the trips outlined in this statement by vehicle will continue to be available with the proposals. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-800	Deeply concerned about losing car parking spaces. This will result in parking across the road, which will negatively impact those who live there.	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-800	As a result of losing car parking spaces, cars will be forced to be parked across the road negatively impacting those who live there. This will cause a safety concern as views will be obstructed by parked cars from driveways	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>

Reference	Submission Statement	NTA Response
NTA-C9-824	The bike lane designs are very much an afterthought. Cycling is a social activity. Cycling with young, distractable kids requires close parental proximity. The current bike lane design is way too narrow and instead should be redrawn to prioritise and ensure safe cycling. The provision of a narrow, single bike lane next to four lanes of motorised transport is not attractive to families wishing to move to cycling over other forms of transport. The intersections on the Bus Connect plan for area J, prioritise cars and buses, not bikes. For example look at the proposal for bike connection at Skehard road onto Well road which requires bikes to travel across four lanes; utterly unsuitable for cyclists. Please engage properly with experts here as the cycling plan needs a considerable overhaul.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-824	The proposal to widen the road, removing path spaces, mature trees etc, will have drastic impact on the liveability of the communities with the increase in cars and buses are passing through. I think this vision is myopic and still over-prioritises car-culture. We need a more ambitious plan, one that removes private cars from the city centre and instead prioritises buses and bikes. But as we await this culture change, the irreparable damage to communities will be done	Between June 30th 2022 and October 3rd 2022, the National Transport Authority undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and
NTA-C9-824	Resident of one fo the areas proposed for development under the scheme and am fully supportive of an enhanced transport system. I cycle to work while my husband walks or takes the bus. Regularly use public transport both for convenience and conscious of environmental impact of excessive car usage. Fully support a better bike infrastructure. The city could benefit from everyone feeling bike travel is a safe and pleasant alternative.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-826	I am writing my overall support for the upcoming Bus Connects project for the Mahon to City Centre route. I am a resident living on [personal information redacted], with many others in my household who travel everyday by foot, bike and public transport.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-829	Build car parks (attractive ones, with roof-top farms and water features) in various locations for car owners to have their cars, put in place a top-notch, better-than-best practice bus service, with more stops, hitting every stop every 5 minutes (10 minutes MAX), and allow car owners to have their cars at their dwelling only if they have a special licence to do so - e.g. if you are a carer, or a holder of a blue sticker or other (details to be worked out). Everyone gets a bike allowance - grants to be given for pedal bikes, ebikes, messenger bikes, everything on 2/3 wheels is covered. Have bike lanes that can take two bikes side by side so that faster cyclists can pass out easily. And have them continuous and protected. footpaths are widened, benches put in and a LOT more trees planted (the current plans show far (!) more red trees than green ones), with flower beds, green patches, space basically, then this would be a lovely streetscape	This statement is related to building car parks and providing an allowance for ebikes. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-846	Heavy traffic will be diverted from other areas through residential areas. The bottle neck at the end of Boreenmanna/South link will also not be resolved	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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include
NTA-C9-846	Object to street parking being lost in vast amounts. People still rely on their cars and will always need some street parking for visitors, kids being dropped off, delivery drivers etc	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.

Reference	Submission Statement	NTA Response
NTA-C9-846	Trees being cut down and environmental impact	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-846	Schools in the area will be affected and the safety of children	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-854	Objection as the communication to the public regarding the BusConnects Programme and resulting public consultation appears disingenuous. Public should be allowed to propose alternatives that are sensitive to the demography, topography, environmental heritage and social fabric of our community, in a considered and genuine manner.	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-856	<p>Can I suggest the following:</p> <ol style="list-style-type: none"> 1. Better engagement & communication with the Boreenmanna Road community 2. Fix the Traffic congestion onto the South Link road from Boreenmanna Road first 3. Introduce Park & Ride immediately 4. Introduce One Bus Lane once points 1 to 3 are complete 5. One cycle lane (two way system) 	<p>1. 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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p> <p>2. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p> <p>3. Provision of Park and Ride is part of the BusConnects proposals. The Park and Ride project will require the infrastructure proposed in the Sustainable Transport Corridors project to punctuality and reliability of the bus system.</p> <p>4. It is not clear if this statement to provide one bus lane relates to Boreenmanna Road. The revised proposals include a single bus lane on Boreenmanna Road.</p>

Reference	Submission Statement	NTA Response
NTA-C9-873	Some people cannot avail of bus/cycling to travel due to disability. Necessary travel by car is rendered much more difficult.	Accessibility by car will continue to be available with the proposals. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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
NTA-C9-891	There should be a submission under the banner of Environment.	Noted
NTA-C9-896	The 219 bus needs to run every 20 minutes and on weekends. It is needed for school drop and pick ups and to get to the hospital.	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
NTA-C9-901	Can you please advise: a) Has an Environmental Impact Assessment been carried out for the proposed development and who carried it out b) Is there an independent Environmental Impact Assessment Report available and has it been published c) Has the current traffic profile on the road been properly measured and analysed, is there a report /recommendation available for public view d) Environmental sabotage on this scale (destruction of hundreds of mature trees in a city sadly lacking green spaces) with no hope of replacing them leaves a huge carbon footprint deficit in a city with a huge air quality issue regularly breaching European guidelines.	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. 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 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 considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-904	The preservation of trees, natural flora and fauna will assist on all fronts along with developments like the Willows residential complex that is its own established ecosystem of nature.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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
NTA-C9-921	In one strip alone, 27 ancient beech trees will be removed and lesser trees and hedgerows will be removed at other sections. Plans to plant trees at a convenient point on the road is not an adequate response to this disruption to habitat and biodiversity.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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
NTA-C9-923	Object to how the NTA have rolled out consultation process, which has been poor. The NTA's representatives in Cork (at the Public Information Event in Nemo Rangers in July) appeared to be not familiar with the Cork landscape, its topography, its people, history etc. This devalued the opportunity to gain insights and expertise from local residents and vice versa. Scheduling the community meetings during mid-summer prevented many locally from attending the forums. Many were unaware these events took place as no information was circulated by the NTA in some areas locally. I've made calls to the NTA helpline for further information however I was advised by the helpline staff that they were "just answering the phone" and it transpired they had very little knowledge of the project or the consultation process.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.

Reference	Submission Statement	NTA Response
NTA-C9-950	<p>Universal Design operates by a set of seven principles defined to maximize accessibility for everyone. These principles can be applied to transportation to ensure a more inclusive transportation network and include: Implementation of universal design in public transport systems requires: considered planning, detailed implementation and appropriate resources. Consideration of the long-term benefits of adopting and incorporating accessibility and universal design at an early stage of the process. Consistent and strong adoption of universal design will normalise and standardise accessibility which will help facilitate adoption of further accessibility standards. The more accessibility is considered and adopted the more available and affordable innovative solutions become, thereby creating a 'virtuous circle' of accessibility and allowing accessible services to become self-sustaining. It also must be noted that in designing for everyone all passengers and users of a service are benefitted, creating both social and economic benefits for passengers and providers.</p>	<p>It is intended that the proposals provide accessibility for all and make the bus system easier for all to use.</p>
NTA-C9-950	<p>Submission on behalf of NDA re. next stages of BusConnects Cork Consultation Process</p> <p>NDA is heartened to see that BusConnects Cork is seeking a feedback from a diverse range of stakeholders regardless of age, race, gender, ability or disability through the creation of Community Forums for each of the corridors. The NDA welcomes the inclusion of the requirement of two representatives from disability and special interest groups as part of the membership of these forums. However, we want to stress that inclusion of persons with disabilities in consultation is vital, not only to the success of the project and to ensure inclusion and accessibility for all, but also as a responsibility under the United Nations Convention on the Rights of Persons with Disabilities (UNCPRD). Article 4(3) explicitly encourages meaningful engagement with persons with disabilities and obliges States Parties to 'closely consult with and actively involve' persons with disabilities in relation to the development and implementation of legislation and policies concerning issues relating to disability.</p> <p>There is specific obligation under UNCPRD to actively involve DPOs in decision making processes relating to disabled people. Consultations do not have to be limited to DPOs only, and the NDA would recommend as wide a consultation incorporating as many representations as possible, however, including individuals and advocacy organizations instead of DPOs does not meet UNCPRD obligations.</p> <p>The NDA would like to re-iterate that continued, meaningful engagement with a wide range of stakeholders is key to ensuring that services are not only accessible but universally designed.</p> <p>The NDA wish to provide the NTA with useful information and resources to ensure a universally designed bus service which meets legislative requirements and which is fit for purpose for the widest possible range of the public.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>

Reference	Submission Statement	NTA Response
NTA-C9-950	<p>Specific engagement with people with disabilities is crucial. 13.5% of the total population (643,131 people) have a disability. The NDA's Code of Practice on the Accessibility of Public Services and Information provided by Public Bodies outlines statutory obligations of public bodies to provide accessible services and information. The NTA has a responsibility under Action 3 of the OPS 2020: Make services more accessible to all [2]. A universal design approach involves examining and reviewing all elements of the service to determine if they are universally designed – easy to access, easy to understand and easy to use for everyone regardless of age, size, ability or disability. Taking a universal design approach includes engagement of children and younger people in the process. [3] Universally designed tools, such as the walkability audit [4] can get as wide a range of people, including children, involved in providing views and feedback. There is no “average” or “ideal” person. For example, two individuals of average height, might have very different arm lengths, leg lengths, and capabilities. Those conducting Universal Design seek to consider human variability in their work and produce designs that work equally well for everyone- the NDA encourages ‘sampling the tails’ when seeking out input and feedback from the public.[5] The NDA request the NTA facilitate an inclusive and accessible consultation process on Bus Connects so a diverse range of users, including persons with different disabilities can participate. There was no information of how to make a request for accessibility arrangements for attendance at any of the forums on the BusConnects website. There are requirements under the Code of Practice on Accessibility of Public Services and Information Provided by Public Bodies which requires that public bodies provide information in accessible formats to the public and has a mechanism in place to request alternative formats of information provided. The Irish Sign Language Act 2017 places an obligation on public bodies to ensure interpretation is arranged for persons who cannot hear. Specifically engage with persons with disabilities who are not currently using public transport services to capture any previous experience they may have had of public transport and the reasons why they do not use public transport. Good communication needs to be in both directions, that consultation includes advising the public on how their input and feedback has been considered, used and applied. This can help the public feel more included in the process and can diminish feelings of frustration and being ignored. The Customer Communications Toolkit for the Public Service - A Universal Design Approach. helps public bodies to produce universally designed written, verbal and digital communications that can be easily accessed, understood and used by everyone. The Design for All – Accessibility following a Design for All approach in products, goods and services – Irish standard EN 17161:2019 may be useful. This standard specifies requirements and recommendations that enables an</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>

Reference	Submission Statement	NTA Response
NTA-C9-950	<p>DPOs and persons with disabilities must be consulted in any redesign process. It is vital that both the interior and exterior of buses can be seen and recognised by persons with disabilities engagement and consultation will be vital to ensure any re-design does not disadvantage persons with disabilities. Engagement with persons with disabilities and DPOs can prevent unnecessary expenditure on unsuitable designs. Consideration should be given with regards to road works being done which will result in infrastructure changes such as temporary pedestrian pathways/crossings, moved bus stops etc. NTA should provide accessible and up to date information in accessible formats in order to ensure that disruption to persons with disabilities' transport needs. NTA should reach out specifically to DPOs in the area to assist with dissemination of information. The NDA advises all NTA staff should complete disability awareness training which will give staff a greater understanding of disability, of the barriers persons with disabilities face, and providing information and services to passengers with disabilities. Importance of provision of accessible parking spaces close to local amenities and services. Accessible parking spaces should be designed according to the specifications detailed in the Building for Everyone: External environment and approach guide. The NDA also wishes to stress consideration of the following :</p> <p>Publication of a strategy on the BusConnects Cork website detailing how the NTA will ensure that every element of the Cork Metropolitan Area Transport Policy and the BusConnects Cork initiative will meet the needs of persons with disabilities and older people. Commitment to adopting a universal design approach and implementing this approach in future developments of the BusConnects Cork initiative. A universal design approach means examining and reviewing all elements of the service against the seven principles of universal design to determine if they are universally designed. The design and procurement of certain products and services must comply with EU Directive 2019/882 on the accessibility requirements for procurement of products and services and in particular for information and communications technology to be accessible for people with disabilities (harmonised standard EN 301 549. For all stops and stations, consult the European Standard EN 17210:2021: Accessibility and usability of the built environment which details functional requirements for bus and coach stops. Summary</p> <p>The NDA is happy to meet with the NTA and BusConnects Cork to discuss ensuring a universal design approach in greater detail. The NDA is looking forward to continuing to work with the NTA to develop and implement integrated universally designed public transport services.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-950	<p>A Disability Impact Assessment of the proposed plan should be carried out.</p> <p>A Disability Impact Assessment is an obligatory requirement of all substantive proposals requiring Government approval when there is:</p> <p>a change in policy; the introduction, abolition or significant change in an existing scheme; or a decision which impacts on the public at large, or on a significant subset of that population. The requirement for such an assessment for a scheme of the scale and significance of BusConnects is therefore evident.</p> <p>NDA is concerned that we have yet to see a Disability Impact Assessment for either the Dublin or Cork BusConnects schemes. NDA requests that the Disability Impact Assessment on the BusConnects programme is promptly sent to the NDA and made publicly available. Before a cashless payment system is introduced, DPOs and persons with disabilities must be consulted about the proposed system to ensure that payment terminals have been designed with accessibility in mind. Drivers must still have the facilities to accept cash payments. This will be vital so as not to disadvantage people with disabilities, older people or others who may be unable to use a payment terminal. Many older people rely on cash as their default way of paying and some do not have bank accounts or bank cards and some people with disabilities may prefer this method over using an unfamiliar method of payment. The NDA advises the NTA will need to take account of the European Accessibility Directive (EU) 2019/882, on the Accessibility Requirements for Products and Services (European Accessibility Act) as well as accessibility requirements with regards to procurement under section 27 of the Disability Act as well as The Public Procurement Directives.</p>	<p>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.</p> <p>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.</p>

Reference	Submission Statement	NTA Response
NTA-C9-956	The proposed expansion to add multiple lanes (for dedicated bus lanes, cycle lanes, foot paths and road lanes) is excessive when also taken into view with the use of multiple bus gates. If the proposal is to use bus gates to prevent end-to-end through car traffic (expected to reduce over-all volume of cars in the area) then what is gained by all the dedicated lanes.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-956	Current bus planning is overly focused on routes that go from the edge of the city to the centre of the city – like spoken on wheel. And this plan is a repeat of this failed thinking. Communities all along these routes do not live their lives going into the city centre only. In reality the vast majority of people conduct their activities within their local areas and neighbouring communities.	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.
NTA-C9-956	The removal of unique historical stone walls will have a negative impact on the beauty of the area and noise pollution will increase.	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to consider how the impacts on heritage can be reduced.</p> <p>The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-956	Noise pollution is dampened by the existence of plants, gardens, trees and stone walls that are there today.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-956	The removal of mature trees will have a negative impact on the area and increase noise pollution.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-969	I object to bus connect cork as I am a resident and will not be to park to visit my GP or pharmacy and I have a children attending [personal information redacted] and will not be able to park to drop off and collect .	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-975	The proposed re-development on the Boreenmanna Road, were dropped like a bombshell on the residents of the Boreenmanna Road (your Customers) without any prior 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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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

Reference	Submission Statement	NTA Response
NTA-C9-994	This will lead to a deterioration of an issue which already is at a crisis level. For this plan to be sustainable traffic management has to be a consideration	Traffic management measures are included in the proposals. 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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where necessary to address the impacts.
NTA-C9-1000	Improved public transport is absolutely crucial to tackle our chronic over-dependence on cars. There are some localised negative impacts associated with this proposal, but we will benefit as a whole from its implementation	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1009	Issuing letters to residents when many were away on their summer holidays certainly made it more difficult for us to provide an adequate response. It is also very concerning that the text relevant to the proposals for Well Road on the BusConnects-Cork Book K – Kinsale Road to Douglas, fails to mention the fact that all Northbound traffic will be prevented from progressing up the Douglas Road, but instead is to be diverted up the Well Road. This fact was only contained in Book I - Maryborough to City, which was not provided to us. We believe this fact alone means the communication process has failed to be adequately robust and as such the process should be abandoned.	Noted
NTA-C9-1013	Full solid segregation of cycle lanes in all locations where possible.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1013	Please adopt Dutch standards with regards to junction design and not mishmash designs as can be seen throughout the plan that still prioritises cars. Junction radius kept tight to slow vehicles.	Junction designs will be developed further as the project progress and topographical surveys will be used to inform the next stage of design. Additionally, detailed tree and traffic surveys to gather data that will also be used to inform the next stage of design.
NTA-C9-1013	I would strongly implore that Bus Connects (BC) ensures that traffic cameras on buses as well as enforcement of bus lane violations are included within the plans for the corridors so that they can operate both safely and efficiently.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-1013	Priority timings at crossings for pedestrians. Currently, there are waits of up to 4 minutes at certain junctions around the city and surrounds	Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.
NTA-C9-1013	These plans, while not perfect, offer the chance to snatch back highly important corridors for the sake of the entire city while creating improvements to the noise, air quality, road safety of areas and improved transport links.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1023	Smaller buses for off peak times. Just have one wider bus lane in certain areas.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative
NTA-C9-1023	Work on the pinch point area's where the traffic is congested.	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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include
NTA-C9-1023	More park and ride facilities are required.	New Park and Ride sites in key locations form part of the BusConnects Cork project.

Reference	Submission Statement	NTA Response
NTA-C9-1023	Request for the NTA to meet with and talk to the residents in the affected areas and to listen to what they have to say.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1026	Encourage more emphasis on improving real-time passenger information on services and other initiatives to promote wider bus usage (hop on hop off approaches for short distances, free use, increase standing room as with trams/Luas vehicles etc	Noted
NTA-C9-1026	The strategic process in moving to electrified vehicles should have taken the opportunity to redesign buses that are a more appropriate width/size for existing streets	This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-1028	A significant issue in the city is the complete breakdown in how yellow junction boxes are used by the public and completely unpoliced by the authority.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-1028	The primary reasons for traffic congestion is the city centre, and the glaring absence of the long promised park & rides	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1034	Signal controlled traffic lights with buses having right of way will seriously impact access to property causing major safety concerns.	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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1034	Signal controlled traffic lights with buses having right of way will seriously impact access to property causing major safety concerns.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-1034	Amount of property to be cpo'd is extensive including trees etc. in the surrounding environment	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-
NTA-C9-1034	There is significant elevation between the Road and the property that is not highlighted in the drawings.	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.

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NTA-C9-1057	A very large number of mature trees, which of course provide vital environmental benefits in terms of climate change, should not be sacrificed	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-1057	More emphasis should be placed on the main form of sustainable transport, i.e. walking. Radial walking routes to the Centre from the suburbs suffer from narrow, uncomfortable and even unsafe footpaths.	Upgrades to footpaths to improve their width, surface and continuity are proposed.
NTA-C9-1057	Has transport modelling or census travel data been analysed to project the use of the bus corridors?	<p>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.</p> <p>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.</p>
NTA-C9-1059	This is not an easy website to negotiate	Noted
NTA-C9-1061	We strongly oppose any proposal to make these bus routes cashless. A cashless economy unfairly discriminates on vulnerable users and those lacking technological literacy.	Noted
NTA-C9-1061	There needs to be a Park and Ride on the Northside.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1061	We are extremely disappointed that no traffic surveys, data or other supporting evidence have been supplied regarding any of the proposed plans despite requests.	<p>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.</p> <p>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.</p>
NTA-C9-1064	I'm fully supportive of an enhanced public transport system serving the city and hinterland	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1066	The approach taken by the consultants was to look at routes in isolation. Any future program must consider the holistic system, not just "routes" in isolation.	The STCs are being developed in a co-ordinated manner with all routes developed and published together. No routes are developed in isolation.
NTA-C9-1076	Noise pollution from the ongoing road works and ultimately from the extra traffic, due to added traffic lanes	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-1076	Reduction of residential car parking areas ?	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-1076	Knocking of trees will not only detract from the aesthetic, but will interfere with the environment	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1076	The risk of subsidence from the works	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.
NTA-C9-1076	Wider roads with extra lanes will lead to faster vehicular speeds. Also the extra traffic being diverted through large communities and school areas is a safety hazard	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-1078	Why have Cork city hall decided relinquish all power to NTA in Dublin? Local autonomy and decision making with local input have all been removed.	Cork City Council are actively involved in this project. The proposed Sustainable Transport Corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in conjunction with Cork City Council and Cork County Council, which seeks to increase the number of people using public transport in Cork fourfold by 2040 and
NTA-C9-1098	Provide specifically designed bins for cigarette butts at stops and shelters to reduce the amount of cigarette butts	Noted
NTA-C9-1103	I support improvement in pedestrian and vehicle transport including for cycling and bus use, along with improved and more efficient car use.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1104	There needs to be more bus routes linking Carrigaline to City Centre as the 220 and 220X are already experiencing severe delays	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
NTA-C9-1104	There has been complaints regarding Bus Eireann delays.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more
NTA-C9-1105	The removal of current 215 bus route that connects north of the city to the south is a major concern. The removal of local routes will only increase car/taxi usage	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.
NTA-C9-1105	Overall communication has been poor and the positive elements need to communicated more.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1106	I support the NTA's progressive approach to developing more sustainable and ecologically transport options and would love to see a more joined up bus service and cycling infrastructure in the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1109	I fully support any and all efforts made to change modal use among Cork City and suburb residents.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1129	Objection to the removal of significant amounts of on street parking from the areas surrounding the city centre	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-1146	I welcome the general aspects of Bus Connects Cork with new ticketing systems and a second 24 hour route being incorporated	The NTA welcomes this positive feedback and support.
NTA-C9-1146	The final plan should formally be presented to Cork City Council for full, open debate and vote, whether it is binding or not	Noted

Reference	Submission Statement	NTA Response
NTA-C9-1146	Objection to the removal of 575 trees across 3 routes	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-1146	Request for more public meetings like the Community forums with looser attendance criteria.	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-1146	More data is needed for the plans on how traffic would operate	<p>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.</p> <p>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.</p>
NTA-C9-1148	The problem with buses in Cork is one of frequency and the lack of real time data	<p>The BusConnects Cork project proposes increased bus frequency. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.</p>
NTA-C9-1155	We support the promotion of safe cycle routes	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1170	Points of improvement for communications, submissions process and navigability of the website. Many homeowners who will be directly impacted by these proposals did not receive any communications from the NTA. Reconsider the list of "Themes" available when making a submission on the website.	<p>Noted</p>
NTA-C9-1172	Orbital routes on the North and South of the city would maximise coverage of the network while also also providing a high number of connections to different parts of the city. The more connections on a network the more convenient it is to get somewhere you want to go.	<p>This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-1234	Objection to the removal of old walls	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to consider how the impacts on heritage can be reduced.</p> <p>The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1234	Objection to the removal of flora and fauna, trees and hedgerows	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-1234	Objection to removing about 700 trees from Cork city	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1237	Build boardwalks along the entire length of both sides of the River Lee across the entire city	<p>This statement proposes building boardwalks along the entire length of the River Lee. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-1237	State and institutionally owned land should be identified for acquisition in priority to residential properties and so create new cycle and pedestrian routes	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-1248	Traffic speeds may increase putting the elderly and school goers at increased risk	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-1250	I support sustainable transport and I use the new additions across the city of cycle infrastructure	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1252	I welcome the overall plan and the intentions behind it	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1280	Has a plan been put forward of a divided approach?	<p>A co-ordinated approach is preferred.</p>
NTA-C9-1280	Has the use of technology been explored to implement single counterflow bus lanes?	<p>Single counterflow bus lanes are restricted in terms of the frequency of buses that can serviced from this type of facility. The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily.</p>
NTA-C9-1298	My local shop will be unable to take deliveries if parking is removed	<p>Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which maintain more on-street parking/loading spaces along certain corridors.</p> <p>The removal of some on-street parking/loading spaces will be required to facilitate the construction of the scheme. The design teams sought to minimise this impact as much as possible and identified opportunities to provide replacement parking/loading spaces.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1298	Concern over increased traffic volume in residential area	<p>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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include</p>
NTA-C9-1298	Concern over increase in pollution	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-1298	Objection to the removal of parking as it is an inconvenience for the elderly residents of the area.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-1317	I commend the transparency with which the proposal has been made, exemplified by the strong engagement from local politicians, community groups and volume of submissions made.	Noted
NTA-C9-1319	Support for sustainable transport including improvements in public transport and improving cycling infrastructure.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1322	Active travel is a good thing but the geography of Cork City does not entertain active travel on a vast scale. Our weather is also very problematic and does not encourage one to get on a bicycle regularly enough to justify the cost of implementing cycle lanes on every street. There needs to a discussion on active travel in Cork City and how best to overcome the weather and the Geography of the landscape in which we are trying to create a desire for the people to take up.	Noted
NTA-C9-1322	To spend €600m in the way that it is been proposed to be spent is a sin and a waste of tax payers money. I am of the firm belief that some proper meaningful dialogue with the Elected Public Representative would yield favourable results and in my view save upwards of €300m while at the same time achieve the ultimate goal.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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

Reference	Submission Statement	NTA Response
NTA-C9-1322	<p>It is my view that the current emerging plans are not sympathetic to the current streetscape and residents concerns and I believe and feel that there are simpler less costly ways of achieving the ultimate goal.</p> <p>1) Let's keep in mind that Cork City is a Medieval City and its current road network was primarily narrowly built back in the day for the Horse & Cart mode of Transport</p> <p>2) Would encourage creating a bus network that fits into our current streetscape as opposed to creating a streetscape to fit a bus network. An example of this would be Route G. The General Population of this area do not want a bus route that will create the upset and problems that it will cause for those who live on the proposed route.</p> <p>3) The alternative must be to create a bus network that fits into the current streetscape with No Loss in Parking No CPO's and No Mature Trees been felled. All that would be required are bus stops along the route.</p> <p>4)The best way to achieve this is to introduce a one way traffic flow system inbound with if needed smaller 33 seater buses. The outbound trip can be directed one way through Friars Walk via Pearse Road and back onto Pouladuff Road. The outbound trip will embrace more residential areas which will encourage people to use the bus which is the ultimate goal for Public Transport.</p> <p>5) A scenario similar to the different approach been suggested above can also be brought into consideration for the other 11 emerging routes under consideration and will in my view remove adverse opposition and encourage the people to come on board and embrace rather than oppose upset and/or obstruct any future construction. Let us work together and do some simple things right for once instead of overthinking and overspending on the 12 proposed routes. In my book there is no need whatsoever to overthink or overspend on BusConnects.</p>	<p>The proposals are at an early stage of development. The proposals have been revised to reduce the extent of road widening involved. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p> <p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solution.</p>
NTA-C9-1322	<p>I closely watched bus services 203. 205. 206. 207. 126. 116. 220. 220X. 223. 223X. and the 226 as they drove along their respective bus routes both inbound and outbound. None were severely delayed and drove along the chosen routes without any great hindrance or delay.</p> <p>There are pinch points that have the potential to cause a delay but only a slight delay at best. A little bit of taught plus some simple measures or traffic management measures can very easily address these pinch points. I would encourage that the Bus Drivers be surveyed with regard to the current routes the Pinch Points and possible solutions.</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.</p>
NTA-C9-1322	<p>In general and in the overall scheme of things traffic flows reasonably well throughout the City Centre and the suburbs. There are exceptions of course during Peak Times, School Traffic and of course our multiple Yellow Box Offenders. Better Traffic Management On the N40 by TII is needed when an incident occurs.</p>	<p>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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include</p>

Reference	Submission Statement	NTA Response
NTA-C9-1322	<p>Much too often we rely and use single lane traffic moving in and out of our city and very often when you have a green light you are simply stuck at the lights as there is nowhere to go as the way ahead is still chock a block. We need to adopt one way traffic flow systems that use both lanes to keep traffic moving (One way in and one way out). We also need a better link up with our traffic lights so as to keep the traffic moving along simultaneously. I have often heard the term smart traffic signals only to see much too often that they are not that smart at all. We should also encourage the use of the flashing amber light when turning left.</p> <p>So more taught/focus on our traffic management one way systems and enforcement (at yellow box junctions) will all help in the long run without causing too much upheaval within the communities.</p>	<p>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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1322	<p>Cork City is a Medieval City with a road network that is in itself unique and complex. It is most important that any plan will need to be very sympathetic to the streetscape and the residents who live on the proposed routes.</p>	<p>Noted</p>
NTA-C9-1322	<p>The proposed felling of mature trees is very concerning. The NTA say replacement trees will be planted. It will take 60 to 100 years for these to reach maturity and therefore will not have the desired effect on climate change that our current mature trees currently provide.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1322	<p>The manner and timing of the Public Consultation have come under a lot of criticism. I too experienced difficulties in seeking information at the forums. I would ask that further Consultations be carried out with Local Elected Representatives (LER's) for all 12 routes in due course. I would further suggest that residents x 2 be permitted to accompany the (LER's).</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-1324	<p>It is a congested area as due to the school and this plan will only add to the congestion.</p>	<p>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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include</p>
NTA-C9-1324	<p>I am entitled to park outside my own front door.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-1324	<p>Concern over cars driving at a speed up the road and no speed bumps in place</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-1333	<p>Would increased bus frequency, with real time bus timetable that is accurate, along with a much larger connected cycle network a more suitable option</p>	<p>The BusConnects Cork project proposes increased bus frequency. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1333	Near where I live these proposals will do little to reduce traffic especially peak morning traffic around schools.	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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1333	I don't know how attractive cycling would be along full cross section of 4 lanes.	
NTA-C9-1333	Typical layout of corridors is that it goes against the principles of DMURS in terms of tightening up streets, having self regulating speeds, changing the perception of widths to slow cars down	Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided
NTA-C9-1333	Poor driving etiquette/culture is often observed in Cork City. Creating bus lanes is one thing - ensuring they are free from unauthorised parked cars is another thing.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-1333	I support the idea behind an efficient, more connected bus network with more frequency to greater serve the needs of Cork City residents going forward.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1350	Objection to the removal of parking spaces to make way for buses and bicycles	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-1350	Objection to potential land acquisition of front gardens	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-
NTA-C9-1350	Concern over reduction in privacy for residents	It is difficult to respond to this statement without knowing more detail on the specific concern. As a general point where land acquisition is required, the NTA will engage with the relevant landowners to seek to agree measures, 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, access, and landscaping treamanets. Where boundary walls are required to be realigned or replaced this will be undertaken in a manner that is sympathetic to the character and heritage of the area. Walls, fencing and entrances will be restored on a like for like basis. In this way it is anticipated that the proposals will address the concerns raised about loss of
NTA-C9-1370	Preserve the medieval heritage of the city, the old walls, and mature trees.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced. The potential heritage 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 considered by An Bord Pleanála in their assessment of the scheme. The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. As the scheme design progresses the design will seek to retain as any 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.
NTA-C9-1370	Request for the cost/benefit analysis to be issued to the public	This analysis will be undertaken when the project is sufficiently progressed.

Reference	Submission Statement	NTA Response
NTA-C9-1370	The project needs to engage with stakeholders at an earlier stage, not when the design for one option is substantially complete. Engaging with the public earlier, partnering with them in developing an emerging preferred route will lead to a more robust project. For large projects such as this, the approach should be more incremental.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1370	The NTA are clear in all their documentation that this is in partnership with the Cork City Council. Make clear what part our publicly elected representatives have in this project. Specifically, in your RACI diagram for the project, what is their documented role	It is envisaged that BusConnects Cork will likely exceed the thresholds for Environmental Impact Assessment and therefore the appropriate planning consent process will be via application to An Bord Pleanála as opposed to a decision by the City Council and its elected members. However the NTA will continue to engage with the City Council elected representatives as part of the development of the project.
NTA-C9-1370	Written to the NTA on 5 occasions now via their website, requesting the documents they reviewed at the last project gateway meeting, and the minutes of that same meeting. This documentation should be made available to stakeholders	Noted
NTA-C9-1376	There is a very clear worry on the removal of on-street car parking, which needs a lot more public consultation. At best the emerging maps and detail mention nothing really of how the challenge is to be dealt with.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1376	My current confidence in the BusConnects Consultation process is very limited. I sincerely ask for a way improved and serious partnership with the general public. I ask that a detailed response be given to each maker of a submission, and a complete overhaul of the communication process be made. The current mistrust and frustration, needs to be negotiated with empathy and fairness for all involved.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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

Reference	Submission Statement	NTA Response
NTA-C9-1376	<p>As a public representative for the south east of Cork city, the amount of letters I have received has been huge. At the outset I do acknowledge the need for improving the future of the city's public transport.</p> <p>At present, I see a very fragmented partnership between the general public and the stakeholders involved in Bus Connects Cork. That partnership and dialogue needs to seriously improve if the epic parts of the project are going to get across the line. The top-down manner of consultation is very present.</p> <p>Cons</p> <p>In early July this year the scatter gun communication to the public via NTA unsigned two-page documents, circulated in a hit and miss way to directly affected houses, led to much mistrust and much frustration of the consultation process. Mistrust and frustration have led to further mistrust and frustration being embedded in the local communities I represent. I have found that the multitude of people who have contacted me unable to read the series of produced maps and unable to digest the many details in the details of the different corridors. In effect, I have spent three months in a continuous loop trying to get information to local people via flyering, knocking on doors and hosting a multitude of public meetings – many on the side of affected roads. In this process the powers of local public representation are very limited. But in essence I have had to do the communication work of the NTA. Having a public consultation in mid-July led to many local people just becoming aware of the proposals when they came back from holidays in early September. The obligatory ads on bus stops and in newspapers gave nothing of the depth of the details in the proposals and I would deem such ads to be very tokenistic to the consultation process. The info meetings in Nemo Rangers for the bus corridors in my area led to further feedback around the lines of the NTA “don't know what they are doing”. The engineers who were present were not briefed enough on how to temper the public frustration. I remain adamant in my call for the communication team to resign or be completely root and branch overhauled. The one-off community forum meetings, where resident groups, could have one minute to speak and share their perspective were also very disappointing and very tokenistic. Pros</p> <p>I received some positive feedback from the zoom meetings concept between landowner and NTA representatives</p> <p>Suggested improvements</p> <p>The overall feedback I am getting is that because of the scale of the proposals, the NTA should have offices in the heart of affected communities, so people can meet people face to face as these dramatic proposals are being negotiated over the next two years. If the NTA are really serious about Bus Connects Cork in Ireland's second city, the</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-1382	<p>I completely welcome the upgrade in footpaths along all routes. Majority of footpaths are too narrow or don't exist at all.</p>	<p>Noted</p>
NTA-C9-1385	<p>Objection to the removal of mature trees</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1385	<p>Objection to potential land acquisition of resident's gardens</p>	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-1388	<p>Objection to the removal of parking for residents</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-1391	<p>Construct park and rides on all areas just outside the city near glanmire, Mayfield, douglas, BlackRock, Grange, little island, ballincollig, Wilton and provide shuttle buses from park n ride to the city centre.</p>	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1399	I fully support Bus Connects. I am a car driver but I think cars need to be restricted from Cork city for the health of residents, for the quality of life of children and for our climate goals. I am broadly in favour of vastly increasing all bus services, removing parking and restricting car access where appropriate.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1413	Plans to remove car park spaces is a serious concern to the inhabitants	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-1413	Objection to the removal of trees	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1416	In general I am pro transit, cycle, bus lanes, restriction of car traffic and provision of alternative options.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1424	It is not made clear whether there will be bus routes outside the 12 BusConnects corridors. If not, the plan will leave large areas of Cork without easy access to public transport. Retaining the city orbital routes (e.g. 219) allows east - west travel (e.g. Mahon to Cork University Hospital) without the need to go through the city centre or change buses. The proposed frequency of services is not sufficient - it needs to be every 10mins on all routes, not every 15mins. The main issues that prevent people using buses are the cost and the unreliability/infrequency of services.	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.
NTA-C9-1424	The proposed road widening to provide 2 lanes each for cars, buses and cyclists is not feasible in many older areas of Cork city without significantly altering the character of the built environment, affecting landscape and heritage sites in some locations	The initial proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-1424	Concern over cycle lanes just stopping on the plans, with obvious plans to make cyclists walk across pedestrian crossings to access safer road space. This can leave cyclists in dangerous positions	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1424	The proposed road widening will involve losing small areas of green space (gardens, verges) and replacing them with tarmac or concrete which increases the risk of surface water flooding	The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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

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NTA-C9-1424	Objection to the removal of trees many of which are not scheduled for replacement along the new road layout	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1424	I fully support the intent of this scheme to improve active and public transport in Cork and am delighted to see expansion of cycle lanes, the provision of more park & ride schemes and zero-emissions buses	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1433	Bus transport in Cork is unreliable and does not have the required priority over private transport which would make it faster and more attractive than driving. Making public traffic easier and faster will ensure the modal shift in behaviour.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1440	I support the BusConnects plan.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1449	There should be way more cycle lanes in the city centre and suburbs	Noted
NTA-C9-1449	There should be way more cycle lanes in the city centre and suburbs to reduce the number of cars. Nimbyism is going to destroy this city and planet with its emphasis on cars which is the least efficient mode of transport	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1453	Some of these are old houses, not built with the expectation of busses running from just a few metres away.	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.
NTA-C9-1456	I support the bus connects plan for Cork - especially anything that removes on-street parking - and provides more space for buses and cycling.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1457	The bike lane at the back of properties is just an invitation for antisocial behaviour. Further it is a significant security concern as it will provide blind access to the back of houses.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-1457	<p>The proposals, and associated land grabs, will have detrimental health impact for residents. Bringing the transport corridors closer to the houses brings noise, vibrations and fumes closer to the residential properties. It goes without saying this is not conducive to the health and well being of the residents. There is also a significant impact on the mental health of residents who have been living under the threat of this plan for over 3 years. The proposed CPO of significant portions of the front gardens on the road will remove a large amount of mature trees and greenery on the road. the new addition of the unnecessary cycle lane through the Pres Sports Fields further exacerbates the issue, removing further green areas and access to main green area where local children play, and more mature residents use for safe walks. The School boy lane cycle path, located only a few meters away highlights the folly of this plan.</p>	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface. The 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 is anticipated the project will reduce pollution and ease congestion.</p> <p>The proposals for Pres sports field have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1457	The devaluation of property this will drive will just lead to less families in the area and will ultimately complete the transition of the area to a transport corridor.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.

Reference	Submission Statement	NTA Response
NTA-C9-1457	The proposed land acquisition is both hugely impactful on the home owners, but given the topography of Wilton Road will not resolve the transport issues.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-1458	<p>A frequent bus service from the airport to the city centre bus terminus would be great, but I struggle to see why it is not routed via the N27 South City Link Road, all the way from the Kinsale Roundabout to the city centre bus terminus, giving a much quicker transit time.</p> <p>The current route for the airport bus is historic, predating the N27 link road.</p> <p>Any city planning an airport shuttle bus service from scratch would surely use the fastest route to a main transport hub serving the whole city</p>	This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-1458	<p>The loss of parking spaces and knock-on effects of displacement parking by implementing the proposal for two-way cycle lanes along Evergreen Road from the end of the Kinsale Road to the junction with Summerhill South will seriously diminish local amenity and inconvenience vastly more people than it will benefit.</p> <p>Displacement parking will severely impact residents in quite a wide area of surrounding streets.</p> <p>Unacceptable levels of parking congestion unfairly discriminates against those for whom buses, walking and cycling are simply not feasible options, for reasons related to age, medical conditions, mobility issues or other vulnerabilities.</p> <p>There are many local people for whom public transport is not a feasible commute option, making the availability of on-street parking an employment-related necessity.</p>	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1464	Attached is a petition from the residents of Grange Avenue re the proposed Bus Connects plan which will in its current format have a detrimental effect on the residents of this park who have previously cooperated with previous bus lane implementations and now find themselves affected again detrimentally.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-1466	St Luke's Cross is an important retail and social centre. Set down for cars is important. The use of traffic lights should be carefully evaluated, so that access to shops is not impeded Wellington Rd would benefit from speed limit and speed bumps	The junction design at St Lukes Cross will be continue to be developed as the project progresses.
NTA-C9-1466	Beechmount Place is listed on Buildings of Ireland, with its unique Victorian walls characteristic of that era As this is the end of the cycle path, there would be very little gain for cyclists, but there would be significant loss to local heritage	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1466	Plan for military hill pedestrian lights and reducing corner is extremely important for safety. It is hazardous junction to cross with many accidents, because cars travel round corner from Wellington road fast.	Noted

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NTA-C9-1467	I wish to object strongly to the destruction this proposed plan will cause. No parking...	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-1472	I support the proposal to develop public transport corridors in Cork. A number of important points: <ul style="list-style-type: none"> - a large increase in the fleet is required, particularly to get a return on the level of infrastructural investment planned - all bus stops should be sheltered for the convenience of passengers - the real time information (at bus stops and the app) is unreliable and requires addressing ahead of this project - the proposal for improved cycle and pedestrian facilities is very welcome - given the substantial cost involved in land acquisition to develop the corridors, it is important that only land that is strictly necessary be acquired - all proposed corridors are focused on the city centre. Has consideration been given to developing corridors for the orbital routes, particularly focusing on the colleges, CUH and the suburban district centres? 	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1479	Could bins for cigarette butts be put at all bus stops?	The design of bus stops will be developed as the project progresses.
NTA-C9-1480	I support Bus Connects. It will make transport more sustainable and timely around the city. It will also help fight against car dependency across the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1486	In addition, you are proposing to demolish the wall on Wellington Road between Military Hill and St Lukes cross. Is this really necessary? How long has that wall been there? What happens when the traffic gets to St Lukes cross, will you also knock the butchers shop?	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1486	The proposed scheme will take away all on street parking in my neighbourhood, where am I supposed to park, can you give me a reasonable alternative? Where will the post van park, where will any courier or delivery van park if something has to be dropped in? What about an ambulance or other emergency vehicle? If I have any minor work being carried out on my house or garden where will the workers van be parked, plumber, electrician, painter, they all have tools and equipment which cannot be carried from an unnamed mystery spot?	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1488	I am writing to you as I'm objecting to the proposal by the NTA to remove 8 trees on North Link Road/Leitrim Street (outside Heineken Brewery).	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1492	Rerouting of general inbound traffic through Belair Estate to travel via Wallace's Avenue and potentially Ballinlough Road would be detrimental to the local communities.	The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.

Reference	Submission Statement	NTA Response
NTA-C9-1492	I'm concerned at the clearly visible impact of widening Boreenmanna Road and significantly impacting on the environment of the area and public realm. Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.	The updated proposals for Boreenmanna Road have significantly less impact on the trees/environment.
NTA-C9-1492	The general widespread removal of parking provision would result in the relocation of parking to neighbouring housing areas and is contrary to community objectives such as the provision of home zones where children play on streets and green areas adjacent to carriageways.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1492	Cross-sections would include 1.5 meter wide cycle lanes adjacent to bus lanes measuring 3.0 meters in width, which is not appropriate for safety reasons and doesn't allow for cyclists overtaking cyclists. This includes Boreenmanna Road and the Maryborough route.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-1498	Their house is already close to the road and to the existing bus stop. This already creates noise, particularly at night time and they have had incidences of anti-social behaviour and vandalism associated with the bus stop at night.	Incidences of anti-social behaviour and vandalism are matters for An Garda Siochana.
NTA-C9-1498	however, they are extremely concerned about the impacts that a possible take of 4 metres from [personal information redacted] front garden will have on their amenity space and their privacy.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-
NTA-C9-1498	The 'information pack' which was delivered to the house needs interpretation and explanation as it is quite a technical document for those unfamiliar with technical drawings and legal processes such as CPO.	Noted
NTA-C9-1513	Has any analysis been done on traffic flows? Simulations? Predicted traffic flows post implementation of bus corridors? Before any works begin, please baseline air quality and conduct a H&S review of real traffic management in the area.	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. 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.
NTA-C9-1520	I have an autoimmune condition which affects my joints, for this I take medication that suppresses my immune system and makes me more susceptible to infections like Covid-19. The pandemic meant that I could not take public transport and cycling was and remains my lifeline, both to allow me to avoid crowded public transport and also to strengthen my muscles, which benefits my joints and allows me to retain and improve my mobility and general health. Cycling infrastructure is a disability rights issue.	This statement supports the aims of the project.
NTA-C9-1520	Road widening -particularly when it retains 2 lanes of car traffic (or more). Children shouldn't have to cross very wide streets, people shouldn't lose gardens or trees just for the sake of accommodating cars when there are other alternatives.	Noted
NTA-C9-1520	Better public transport, cycling and walking infrastructure are issues of social justice, and these issues were rarely brought up in the talks that I attended about BusConnects.	Noted

Reference	Submission Statement	NTA Response
NTA-C9-1520	Car related pollution is also a source and compounding factor of disability, particularly affecting those with lung and respiratory conditions.	This statement supports the aims of the project to provide safe, accessible, and efficient alternatives to car journeys
NTA-C9-1520	My neighbours' gardens and mature trees to be removed to make more space for cars.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1520	<p>People under 18 cannot get driving licences, nor can people who are undocumented.</p> <p>Migrants and refugees more often than not need to go through the expensive process of passing a driving test -even if they have been driving for years- to be able to drive in Ireland.</p> <p>Better public transport and cycling infrastructure would enormously benefit children, giving them more autonomy and reducing the transport burden on their parents and would help with the effective inclusion and integration of migrants and refugees.</p> <p>The same arguments could be made about cycling, adding that cycling is cheaper, more efficient, better for the environment and also allows people to remain active.</p>	This statement supports the aims of the project
NTA-C9-1520	<p>Just as disabled people are disproportionately affected by enforced deprivation, so are one parent households.</p> <p>People living on social welfare payments, from Jobseekers Allowance to State Pensions, have an income that does not meet their most essential needs as the payments do not reflect the cost of living.</p> <p>Again, having and maintaining a car is expensive and people on low incomes should not be forced to have a car to access essential aspects of every day life like work, school or doing the shopping.</p>	This statement supports the aims of the project
NTA-C9-1520	When making a decision on public transport, please consider those whose voices aren't the loudest, the people who didn't make it to the consultations or who cannot send a submission... like children who would like to go to cycle to school, those without IT literacy, who have a learning disability, who don't speak enough English or have enough time to participate in a change that has the potential to massively improve their quality of life.	Noted
NTA-C9-1520	Good quality and accessible walking infrastructure, that prioritise people walking or wheeling (if using a mobility aid), with frequent crossings that prioritise them, not cars.	This statement supports the aims of the project

Reference	Submission Statement	NTA Response
NTA-C9-1520	<p>The issue of accessibility is often brought up as a reason to retain car priority, but this argument does not paint the full picture of the diversity within disabled people. Large segments of disabled people are not allowed or cannot afford to drive. Some conditions restrict people's access to driving licences, like epilepsy, strokes, brain surgery, chronic neurological conditions, blindness and loss of eyesight, severe learning disabilities and the list goes on. Disabled people should not have to rely on others to drive them to get to places and have some autonomy. Car-centred planning enforces dependency and reduces the autonomy of disabled people. Last but not least, disabled people in Ireland are disproportionately affected by poverty and having and maintaining a car is expensive. Disabled people on the lowest incomes, such as those on Disability Allowance or Invalidity Pension, and their Carers (on Carers Allowance) have access to free travel on public transport, so do those on State Pensions.</p>	<p>This statement supports the aims of the project</p>
NTA-C9-1520	<p>My neighbours' gardens and mature trees to be removed to make more space for cars.</p>	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-1520	<p>Frequent and reliable buses, which are not delayed in traffic by cars. Segregated and connected cycling infrastructure for people of all ages (and not just from home to work)</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1521	<p>I support the bus connects project as it fights against global warming and climate change by reducing car dependency and by facilitating people to take up cycling.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1526	<p>Due to the commitment that many large companies have given to go carbon neutral by 2030, it is quite unforgivable to undo all this hard work with unnecessary construction and demolition of trees.</p> <p>Although I understand that we must progress in order to develop as a city, I strongly condemn the methods due to the negative impact on the environment. We have experienced first hand the importance of respecting our environment and reducing our carbon footprint and it is quite unfathomable that this option is even on the table.</p>	<p>The updated proposals have significantly less impact on the trees/environment.</p>
NTA-C9-1549	<p>Bus and cycle lanes have already caused huge traffic issues in Cork city and it appears they are rarely used.</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p>
NTA-C9-1569	<p>Cycling paths need to have dangerous obstacles removed at a significant number of locations. These obstacles have remained a danger to cyclists for many years. (One example is the drain configuration on the cycle route travelling west from Wilton roundabout to Bishopstown).</p> <p>At other locations Bollards, lampposts, dangerous drains, chronic deterioration of surfaces and badly placed signs represent significant danger to cyclists. These obstacles would not be tolerated in car carriageways.</p>	<p>As the design progresses the details identified in this statement will be developed.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1569	I am a regular user of the bus service in Cork. An immediate improvement could be made to the bus service, at relatively minimal cost, if the mobile app information on the TFI App was made more accurate. The App should show real time location of buses approaching each stop.	The provision of bus priority infrastructure for buses will improve the punctuality and reliability of the bus system. Journeys are faster and, even more importantly, arrival times are more consistent and dependable.
NTA-C9-1569	It is clear that parking spaces will be lost as part of the development of sustainable transport. Consideration should be given to prioritising parking spaces for permanent residents in particular areas through a colour coded car number plate system.	Noted
NTA-C9-1569	It will be essential to provide ample alternative parking by way of Park and ride in multiple locations approaching the city to provide for access to those prevented from bringing their cars into the city	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1586	There is no evidence of meaningful consideration of environment, ecology, or heritage; or of the historical and organic development of the districts involved.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1586	There is no evidence of meaningful consideration of environment, ecology, or heritage; or of the historical and organic development of the districts involved.	The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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
NTA-C9-1586	The central problem with many of the proposals for the city and environs is that they lack the kind of checkable evidence about why particular conclusions have been drawn Why are there not references to accessible relevant studies? How can we make a genuine assessment of something so vague? Was it actually the intention to give us as little information as possible to citizens involved in this '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. 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.
NTA-C9-1611	Companies have been employed to draw up plans for a City they know nothing of - This is evident from some of the cycle routes that have been suggested	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1611	It is grossly disrespectful that residents needs and rights are being totally disregarded to facilitate people who are passing through the area. Another objection I have is that American and Dublin based companies have been employed to draw up plans for a City they know nothing of.	Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-1611	Also my understanding of these proposals are to better the environment yet existing green spaces are being uprooted and people's own oasis are being subjected to CPOs.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-

Reference	Submission Statement	NTA Response
NTA-C9-1617	currently there is No bus route serving people living on Lower Fairhill. Number 203 could come through Blackpool up towards Neptune make a right up Fairhill and return to its normal route to parklands. This service could be run on every third bus running. Children could get on the bus at the North Mon and St Vincent's. Reducing the traffic on the hill.	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.
NTA-C9-1631	Firstly this page was an extreme ordeal to enter and navigate, in no way friendly for older generations and people not comfortable with computers.	Noted
NTA-C9-1640	If we are to CPO land or widen roads let it only be to provide for a footpath or cycle path- not to allow the creation of more lanes in that road	The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-1640	For roads where traffic is chaotic let there be buses only between the above times or select key bus routes and designate them as bus only for specific times (with the exception of resident passes for those living within the inner-city area to allow them to go to/from work, etc).	Noted the proposals include bus gates as outlined. A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located.
NTA-C9-1640	Trying to solve Cork's transport issues by turning many of our street into six laned highways will destroy the character and sense of community in our city.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1640	Trying to solve Cork's transport issues by turning many of our street into six laned highways will destroy the character and sense of community in our city.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1649	During construction please provide a phone number where management can be contacted if contractors start to cut down more trees than planned.	If the project is successful in obtaining planning permission proposals to manage the construction stage will be developed.
NTA-C9-1657	It appears that an examination or survey of traffic flow was not performed before the Bus Connects Cork proposals were published.	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. 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.
NTA-C9-1658	I fail to see how breaking up these routes, by requiring a bus change in the city centre somewhere, would improve overall connectivity. I would be concerned that routes not on the STCs might be reduced in frequency or lose out altogether, such as the 216 bus (CUH to Monkstown) which serves Glasheen Road, or the 214 bus.	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.
NTA-C9-1658	cycle lanes should always be two-way lanes on one side of the road, rather than a cycle lane on either side of the road.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1658	One parking space should be removed every 100 meters or so in the city and replaced with a space for multiple e-scooters, to encourage this environmentally-friendly mode of private transport in our hilly city. In the inner suburbs, parking permits should be restricted to residents only,	Noted
NTA-C9-1658	The whole transport network in Cork could be renamed "COMET" (Cork Metro Area Transport) and once complete, a publicly owned entity should be set up by the city (and county) council to run public transport in the metro area, as happens in most European cities Congestion charges should be introduced for private transport in the city at peak times (7-9 a.m., 5-7 p.m.), starting at a zero rating for cars with 3 or more occupants and rising to a full charge for single occupancy vehicles..	This statement outlines proposals for managing the transport network. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.

Reference	Submission Statement	NTA Response
NTA-C9-1658	he NTA and the council should complement this by developing far more Park & Ride facilities in the city.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1658	I am broadly in favour of the routes as designed as they offer an exciting alternative to the current gridlock that is destroying the city and choking its economic and social potential.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1659	I understand that letters only sent to homes with CPOs and the submission process is difficult to find and not completely straightforward. I also have concerns that the public information sessions were held in the middle of summer when many were away, and only non-specific information was shared with residents	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1664	The city centre is flat but for example Donnybrook hill and Maryborough hill on routes K and I, and also on most of the north side of Cork city, the hills are too steep and off-putting for the majority of people to cycle. I don't believe that adding more cycle lanes will change this.	Ebikes are increasing in popularity and greatly assist the challenge posed by Corks topography.
NTA-C9-1664	I would rather see more quiet ways used for cyclists, which is safer for them and also reduces the need to widen roads even further. I believe these are used successfully in other countries and cyclists can avoid the main roads. There has to be a better alternative to the amount of destruction in these proposals.	The revised proposals have included more Quietways which has reduced the direct impact of the proposals.
NTA-C9-1664	We should try to improve the existing bus service before drastically changing anything like cutting down trees, taking people's gardens, removing residents on-street parking and turning local roads into motorways with increased noise and concrete.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.
NTA-C9-1669	This plan will lead to severe noise pollution to our property in terms of bus lanes operating 24 hours	The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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
NTA-C9-1669	The Trees across the way from the property are also due to come down due to these works. They are probably the tallest line of Tress in Cork as far as we can see, a total shame that these would have to come down	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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

Reference	Submission Statement	NTA Response
NTA-C9-1670	<p>I am also opposed to the unwarranted removal of trees elsewhere in the city</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1673	<p>I welcome the new ticketing electronic system, interchange for free, 90-minute single fare proposals, cashless payment systems, reductions in public transport fares, transition away from diesel engine bus fleet to zero emission electric bus vehicles, improved electronic real-time signage and displays, and a new network of modern bus stops and shelters (only where existing space permits)- all of this is to be supported and rolled out as soon as feasible. Jarrett Walker from the US were engaged to consult on the development of the revised public transport network and bus network redesign. Whilst they are highly experienced in public transport design in a North American context, they have never designed a plan for a city with the age, topography, geography and physical constraints of Cork. When the participants were surveyed regarding the new bus network proposed, only 15% felt the new network was an improvement and just over 50% felt the new network was worse. This means in these commuter areas, it will now take longer to walk to the dedicated bus corridor and potential patronage will be undermined. future predicted guess for the average journey time is 14 minutes. No modelling to confirm this has been performed by the NTA and this 14-minute journey time is based on assuming no bus delay at lights, junctions, and the shortest possible delay at stops for passengers to alight. I outlined earlier that the bus network redesign favoured shorter waits over shorter walks.</p>	<p>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.</p>
NTA-C9-1673	<p>I welcome the new park and ride facilities</p>	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.</p>
NTA-C9-1677	<p>I would like to voice my support for the proposed bus routes.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1681	<p>I would really like to see some plans from the NTA after examining some of the research done at a European city level on how we could work with schools to enable drop off zones or safe areas within short distances of schools whereby kids of all ages would have access to pavements and pedestrian crossings.</p>	<p>The Safe Routes to School Programme is engaged in the type of work highlighted in this statement. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-1683	<p>Expression of support for BusConnects plans for cork to allow an integrated and reliable bud service citywide</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1689	Adding to noise pollution.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-1689	Disturbing peaceful, safe residential parks, making unsafe for children.	This statement is not clear and thus is difficult to provide a specific response.
NTA-C9-1692	I am concerned by some of the policies regarding removal of trees. Cork is lacking in green spaces and trees help to regulate temperature in hot weather which will become more frequent with the effects of climate change.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1697	It is regrettable that the NTA arranged many public consultations during the summer months, when during such time periods, younger families were absent on holidays and many taking advantage of the first summer since Covid-19 to relax and unwind.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1704	A different, far simpler, non-intrusive approach can be adopted by Bus Connects by introducing narrower vehicles.	Noted.
NTA-C9-1713	I welcome the removal of traditionally used parking spaces,	Noted
NTA-C9-1713	My primary concern with this plan is the removal of mature trees in urban areas.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1715	The long overdue cashless payment system and new ticketing system would in themselves greatly reduce the time buses spend at stops and cut down bus journey times	The NTA welcomes this positive feedback and support.
NTA-C9-1715	times for bus journeys vary according to different times of the day and night because passenger loads and traffic densities vary throughout the day and night.	Noted
NTA-C9-1715	It is stated as a key fact that that 159 car parking would be removed although this figure has been challenged as an underestimate. The facts in relation to parking and alternative parking further key facts that should be spelled out and not kept from the public	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.

Reference	Submission Statement	NTA Response
NTA-C9-1715	An omitted key fact is the amount by which a strategically placed and operated Park and Ride facilities would reduce bus journey times.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1715	The most serious of the misleading facts are in the sections relating to journey times. Black and white positions are presented, one figure with Bus Connect and a far higher one without Bus Connect. This time the planning should be based on full information, a much broader and more timely community engagement and respect for all people in the area.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1720	Cork desperately needs more bus lanes, bus gates, cycle lanes and restrictions on car traffic and parking if we want to make cork a liveable and lovable city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1726	corridors should include as much green areas including grass, trees, landscaped area as possible.	Noted
NTA-C9-1726	This will have a significant negative effect on the road and will discourage walking and cycling. I ask the Bus Connects Design team to include as many trees as possible along the corridors as well as including landscaped areas.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1726	support the over all Bus Connects project. Cork city has too much reliance on cars for transport. The bus connects project is required to help the modal shift to walking, cycling and pubic transport	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1728	It is essential that Bus Connects includes safe pedestrian infrastructure and an integrated network of high-quality cycle lanes	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1728	It is essential that Bus Connects includes safe pedestrian infrastructure	Noted
NTA-C9-1728	The Bus Connects project is welcome and long overdue. Cork desperately needs sustainable transport options.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1731	The stress that these poorly considered proposals have caused to my old neighbours and to the people generally on both the Douglas and Boreenmanna Roads is shameful	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. The proposals for Douglas and Boreenmanna Road have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative
NTA-C9-1733	I would like to see a higher number of trees being planted where mature trees are removed.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1733	I broadly welcome the scheme whilst acknowledging a relatively small number of individual sacrifices will be required for the greater good.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-1734	Where possible trees should be saved but given that we are in the midst of a climate emergency Where tree loss is unavoidable, the replacement rate should be double	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-1734	I support the improvement of all the bus routes.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1735	BusConnects is an integral part of the required evolution of Cork City into a modern, thriving, sustainable, and attractive city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1741	The proposal to remove the 202 bus route would severely disrupt the services to and from schools in the area.	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
NTA-C9-1745	minimal or even zero consideration given to adopting more appropriate technology in bus design and scale. no mention of other measures, such as utilising a narrower design of bus (similar to a Luas tram width for example), improving on real-time passenger information. Introducing a cashless system is mentioned and welcome (and long overdue), but providing a free system for inner-city short hop travel for a period of time would help promote use and reduce passenger embarkation time.	<p>Real time passenger information will be improved by providing the infrastructure to remove buses from traffic congestion. The punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. One of the considerations in providing appropriate bus lane width is ensuring the bus vehicle has sufficient capacity for passengers and provides a comfortable, pleasant experience. Generally the width requirements for light rail are similar or more onerous than for bus.</p>
NTA-C9-1749	it is concerning that the plans necessitate the culling of 200 mature trees.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-1749	I support the intent behind the Bus Connects proposals. It is vital that we democratise our road space so that pedestrians, cyclists and public transport users can better, and more safely, move across our city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1750	The present transport is based on people making their way to the designated bus stops, it does not take into consideration the journey from a persons house to reach the bus stop. A localised Bus Service between both depots that would service the various estates in Ballincollig would be most welcome. By Creating the Bus Terminals it would eliminate the need for Buses to be chasing each other through the Town as is the current situation with some buses empty and others with small numbers of passenger	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.
NTA-C9-1752	I object to the proposals for the Grange road proposing car/bus and cycle lane	Noted
NTA-C9-1753	If buses were more reliable on a general basis then traffic would automatically reduce.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more
NTA-C9-1756	the removal of significant amounts of on street parking will be severely disruptive to all residents and to those attending local schools (daytime and evening time for courses), playing pitches, churches etc.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.

Reference	Submission Statement	NTA Response
NTA-C9-1756	Bus Connects proposals seem to be designed to 'rip through' the very fabric of what makes this area home for so many people.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1756	has a carbon balancing exercise been undertaken to see how the provision of these 'sustainable' transport corridors will affect the area and the environment, and checks done to see how it balances with other less intrusive options? And has that exercise been done against less environmentally intrusive options (e.g. keeping the width of Boreenmanna road as it is), to verify that the emerging preferred option is the most sustainable?	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. 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.
NTA-C9-1775	The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS. Based on the indicative route, its construction would re-direct significant cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout at the east end of Ballincollig coordinates (51.8916199, -8.5684391) and the Carrigrohane Road.	CMATS outlines the BusConnects proposals and the Northern Distributor Road amongst other infrastructure are required to support the development of the region.
NTA-C9-1788	The main issue preventing people using this bus *207, is that it only runs every half hour which should be increased to every 20 minutes.	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
NTA-C9-1788	strongly oppose your proposed 'sustainable public transport network for the Cork Metropolitan region	Noted
NTA-C9-1788	I have never been stuck in traffic along the areas which you have planned to fell mature trees and knock beautiful walls.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1791	Introduce more Park and Rides across the city.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1791	Data collection on the number of car owners, non car owners, those with a mobility issue, driveways in the area should be carried out.	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. 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.
NTA-C9-1800	The Cork City shared bike scheme is currently of limited use because the bike stands are spread across the city centre only. By extending the scheme with stands in Blackrock, along the Marina, Tramore Valley Park, Ballyphehane, the Lough etc. this would allow people for example to choose a 10 minute bike ride over a 30 minute walk.	This statement relates to the public bike hire scheme. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-1800	I would like to see the island in Cork between the river channels completely car free, with people travelling to the city by bus, bike or foot, or leaving their cars at car parks or park and ride facilities away from the city centre.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.

Reference	Submission Statement	NTA Response
NTA-C9-1800	pedestrian crossings, with traffic lights that are timed so that pedestrians rarely have to wait long, while cars have to wait longer Cars can also use the streets but they have to travel very slowly, due to speed limits and to having to stop for pedestrians.	Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.
NTA-C9-1800	I welcome the proposed changes which I hope will make the Cork bus system a realistic alternative to driving in and around the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1805	. Don't remove trees and mature gardens to widen roads as we face into a biodiversity crisis!	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1805	Impose meaningful speed checks if you want a simple way of improving safety for cyclists and pedestrians. Incentivize e-bike usage and car-pooling to reduce peak traffic.	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors
NTA-C9-1810	I think many of the aims of the Plan could be achieved by better maintenance of existing infrastructure; footpaths, Pedestrian Crossings with Audio Signals, Raised Crossings, enforcement of Speed Limits, maintaining Cycle Lanes, cleaning the leaves etc	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.
NTA-C9-1810	I would have a lot of concerns around the poor segregation of Cycle Lanes from Footpaths as proposed. Shared spaces always disadvantage the Pedestrian.	Shared spaces are relatively small and segregated facilities are generally proposed on the Sustainable Transport Corridors.
NTA-C9-1810	There has been very little consultation with Local Communities. People who live along the route know where the traffic issues are and should be listened to.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1810	The introduction of E Scooters that can reach 25km per hour and for which there is no current legislation pose a unique risk to pedestrians because of their speed.	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors
NTA-C9-1811	For those who will have their local communities adversely affected, compensation by way of the availability of additional community amenities should be considered.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1811	Finally, a comment on compensation. CMATS (CMATS_Exec_Summary_WEB_2.pdf (nationaltransport.ie), p.32) indicates a Net Present Value to the overall strategy of €3.5 bn. The benefit to the community exceeds the costs by a ratio of 2.48:1 (€5.7bn v €2.3bn). However the costs are not evenly distributed, they are borne by those who will lose part of their properties and those who will have their local communities adversely affected. The former are offered CPO rates of compensation but, unlike the purchase of agricultural land, the CPO rate for part of a home is probably a considerable underestimate.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Where land acquisition is envisaged, the NTA will engage with the relevant landowners to mitigate the 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, provision for parking, access, and landscaping. 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/

Reference	Submission Statement	NTA Response
NTA-C9-1811	the Bus Connects Cork Sustain Transport Corridors document fails to provide anything like the level of information on the benefits of the scheme that would convince us that this is the best option for the community.	The project is at an early stage of development and subject to change to reflect the input received during the public consultation process. A business case will be prepared to document the benefits of the project when the proposals have been sufficiently developed.
NTA-C9-1811	My understanding is that the NTA has disclosed that it hasn't carried out: * a local environmental impact survey * a health and safety survey * a modelling of current and future traffic flows, at least on some of the routes. Consequently * an estimate of the reduction in Greenhouse Gas and other harmful emissions.	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. 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.
NTA-C9-1812	I support the proposed bus connects programme for Cork. I support public parking spaces being removed to make it easier for everyone to move around. I support dedicated bus lanes.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1814	As a general comment overall this process will have a significant negative effect on our overall mental health and wellbeing. We will certainly no longer feel safe in our home should these plans go ahead.	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. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1817	, I ask that the stone, brick and other materials in the walls and other objects that are being removed be cleaned and preserved for reuse in the future (even in the proposed new layouts). The limestone walls around Cork are part of our heritage. Even if the materials are not used in the proposed new plans, they should be retained and made available to Cork building projects.	where land acquisition is required, the NTA will engage with the relevant landowners to seek to agree measures, 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, access, and landscaping. Where boundary walls are required to be realigned or replaced this will be undertaken in a manner that is sympathetic to the character and heritage of the area. Walls, fencing and entrances will be restored on a like for like basis.
NTA-C9-1818	Retention of old walls should achieved wherever possible however I understand this is not always possible	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1818	Retention of people gardens and drive ways should achieved wherever possible however I understand this is not always possible	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-
NTA-C9-1818	I think the BusConnects Cork plans are a step in the right direction. The connected cycle network is vital and I am delighted to see it. I think the plans are vital for younger generations that will grow up in a culture of cycling and using the bus and something more in line with our European neighbours who we often praise.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1822	As a motorist, cyclist and user of public transport I approve of the proposals	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-1832	<p>I have received numerous complaints from locals, particularly on the North side of Cork City about the lack of public consultation.</p> <p>I appreciate the deadline was extended but believe that a greater emphasis should have been placed on meaningful engagement with residents.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-1832	<p>I believe the overall scheme is welcome and greater frequency and provision of public transport is an obvious benefit to us all in the city.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1839	<p>Why is all the emphases on providing cycle lanes? Much more people walk in the city than cycle yet their needs are being ignored.</p>	<p>Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.</p>
NTA-C9-1839	<p>why are existing pavements around Cork not being maintained and repaired?</p>	<p>Maintenance and repair of existing facilities will be required.</p>
NTA-C9-1850	<p>Routing cyclists and e-scooters, along the inside of 12 tonne double decker buses is not safe. This is not proper segregated cycling infrastructure.</p> <p>There are no details on how the cyclists will be separated from the traffic. It is unclear if it will be paint, orcs, wands, elevated kerbs? The proposals say that cyclists will be segregated, where practicable. And if it is not practicable then I guess they'll be thrown in with the general traffic?</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-1850	<p>Despite being touted as a public transport project, it is clear that this is nothing but a heavily greenwashed road building project.</p> <p>It is 93km of roads, in 2022, in a climate emergency in small, old city.</p> <p>The entire thinking behind the project, that one more lane can fix it, is fundamentally flawed. City planners and road designers have known for decades that congestion cannot be addressed by adding more lanes.</p> <p>Because of induced demand, if you build more roads, you will get more traffic. It is inevitable</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.</p>
NTA-C9-1850	<p>The current bus connects proposal also demonstrates a lack innovation, imagination or any apparent competency in road design.</p> <p>Instead Busconnects is largely a one size fits all solution, for every road, in every neighbourhood irrespective.</p> <p>The plan is to largely to widen all the roads to between 16 -22m put in bike lane, bus lane, car lane, car lane, bus lane, bike lane and in order to do this, demolish or co-opt anything that is in the way, including street trees, grass verges, foot paths, old stone walls, front gardens and then send all the traffic down these major arterial routes.</p> <p>Everything has to go down the one road, bikes, scooters, buses, cars, lorries, vans and trucks.</p>	<p>The development of these Sustainable Transport Corridors will enable efficient bus movement along these routes, together with the provision of safe, segregated cycling facilities, where feasible, in addition to accommodating general traffic movement. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1850	<p>The fact that an allegedly green sustainable transport project, in 2022, proposes removing 1404 mature street trees is mind boggling.</p> <p>The benefits of street trees is widely established and scientifically proven. Street trees lessen the effects of urban flooding, soak up twice as much rain as concrete and reduce run off by 60%.</p> <p>Trees absorb the first 30% of most precipitation events through their leaf system, this water never hits the ground. An additional 30% is taken and held onto by the root structure, reducing storm water run-off and flooding potential. Street trees filter up to a third of the particulate pollution from vehicle emissions within 300 yards. This reduces the rates of cardiac disease, strokes and asthma due to improved air quality. They cool city streets in the summer and reduce the deaths from heat. They provide shade, they reduce wind speeds, they store carbon, they reduce street noise.</p> <p>They reduce obesity levels by increasing physical activity, they reduce stress and increase property value. The presence of urban trees make more aesthetic, pleasant neighbourhoods . They protect biodiversity for birds, bats, insects, pollinators, lichens, fungi, bacteria.</p> <p>There are hundreds of species dependent upon each street tree. And the sustainable green plan for Cork is to remove more than 1400 of them.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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.</p>
NTA-C9-1850	<p>Of course, the plan states “every tree removed will be replanted as part of the project”. This is clearly not true as every tree that is removed will be dead and cannot be replanted.</p> <p>On the existing plans, the number of new trees planned does not match the number of trees removed and for the Togher scheme at least, any new proposed trees are mostly being put in existing green spaces and are not proper street trees.</p> <p>There are no plans to replace the trees on Pearse road with new trees on Pearse road, and of course there couldn't be because the place will be covered in concrete and traffic.</p> <p>And a new tree is not the equivalent of an old mature street tree. I wouldn't think there is a single cyclist in the city that would want street trees removed to accommodate them. They might suggest removing some of the cars instead.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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.</p>
NTA-C9-1850	<p>The recent trial in Germany which gave heavily discounted monthly rail card €9 was a huge success and the extra journeys are estimated to have saved 1.8 million tonnes of CO2, from this one action alone.</p> <p>Look at how effective the free school bus project has been this year. Overnight, the system was hugely oversubscribed and parents who never sent their children to school by bus before did, just because it was free.</p> <p>Cork City bus services should be free to anyone in a primary or secondary school uniform. And it should be available to all citizens at heavily subsidized rates, around €1cash or €0.50 with a tap card.</p>	<p>This statement outlines proposals for encouraging more public transport use by reducing fares. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-1850	<p>Other cities resolve congestion on their major arterial routes by adopting proper policies that actually encouraging people out of their cars, yet the vision from the powers that be here is to build even bigger arterial routes.</p> <p>It is apparent nothing has been learned about good road design and traffic management policies from more progressive cities in say the Netherlands, Denmark or Finland.</p> <p>Paris plans on putting in 183km of bike lanes by 2026 and guess how many new roads they are building in Paris to do this? Exactly.</p> <p>They are re-allocating existing road space, because that is how you induce a modal shift, not by building more roads.</p>	<p>Part of the overall BusConnects Programme is to create eleven Sustainable Transport Corridors along existing roads across Cork city, representing key bus and cycling routes. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative.</p>

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NTA-C9-1850	<p>The route selection process is not transparent and from the documentation available on the website it is not really clear how these routes ended up as being the preferred corridors.</p> <p>But it largely seems to have been “expert judgement”, by experts that are not familiar with the neighbourhoods or how they currently work. The report states it took account of “existing traffic patterns and a broad assessment of environmental impacts”.</p> <p>There are no reports available to show how these were take “into account”. There are no traffic studies available, no environmental assessment impacts available, there is no assessment of the impact of the loss of trees and green areas on biodiversity, flooding, air quality, mental health.</p>	<p>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.</p> <p>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.</p>
NTA-C9-1852	<p>It will remove a significant portion of my front garden and make my commute more complicated so that I will now in fact spend more time in the car.</p>	<p>The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.</p>
NTA-C9-1852	<p>What about the businesses with frontage on these roads? How have their customers and deliveries been catered for?</p>	<p>The proposals are seeking to make it easier for customers to walk, cycle or use public transport. Accessibility by car will still be available for deliveries.</p>
NTA-C9-1852	<p>You need to plan for removing peoples dependency on the car and not by destroying the fabric and character of the areas in which they live.</p>	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p>
NTA-C9-1852	<p>How many additional people around the greater Cork area will now be enabled to ditch the car and take a bus or bike to work? Not very many I would propose. I fail to see how people who have to drop/collect kids at schools and creches etc. can benefit from this plan.</p>	<p>The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional</p>
NTA-C9-1852	<p>What consideration is planned for people who park (for varying reasons) on these routes?</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-1852	<p>What happens when Irish Water close a road to replace or repair lines? Will we be scrapping the city marathons? Will refuse collection vehicles drive at will along these cycle and bus routes? What is the rationale for all routes leading to the city? This is not where everybody works, gets educated etc.</p>	<p>This statement raises questions on issues not related to the infrastructure proposals contained in the Sustainable Transport Corridors. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors. The proposals are proposed on these routes as they are the busiest and therefore present the best opportunity for supporting sustainable transport.</p>
NTA-C9-1852	<p>Why not wait to see the impact of the Dunkettle project before driving headlong into a potentially unnecessary spend of taxpayers money. This plan is so near-sighted that you are in danger of following in the footsteps of previous great ideas like positioning the regional airport on the only fog-bound hill in sight, or building a tunnel under the water that was proven to be undersized in less than 20 years of opening, or redeveloping a hugely unused 45,000 capacity stadium near a 17,000 capacity stadium without parking facilities for either, or indeed building walls around the river lee.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p>
NTA-C9-1852	<p>This is a totally ill-conceived plan that feels more like a tick-box green washing deliverable wrapped up in a splendid graphic design package.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>

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NTA-C9-1852	<p>Whatever happens next the NTA need to up their game and contact the people directly affected by their plans. We have received no communication from them.</p> <p>Hearing from a relative that the NTA want to take a large portion of our garden and driveway does not inspire confidence in them.</p> <p>If they can't get the communication routes set-up correctly how can I believe they will be any better with the transport routes.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-1852	<p>How will you avoid exacerbating pre-existing subsidence issues in affected areas?</p>	<p>As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.</p>
NTA-C9-1853	<p>Such as sustainable transport routes, removal of traffic in places, and the preservation of natural lands.</p>	<p>Restriction on general traffic at specific times and specific places is proposed. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion</p>
NTA-C9-1856	<p>As much as reasonably possible, the plans should take into account the concerns of local residents. It is reported by the NTA itself that there are concerns in some areas about a reduction in bus services due to changes to existing routes.</p> <p>This would be completely counter-productive. This should be addressed and the new plans should guarantee that no area faces a reduction in the availability of bus services in their area.</p>	<p>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 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.</p>
NTA-C9-1856	<p>Cork needs a major expansion of bus services and public transport generally, as well as cycle lanes and a reduction in reliance on cars. This is particularly essential in the context of the growing climate emergency which threatens the future of our world. It is also key to making the city more liveable and accessible for its people.</p> <p>In order to achieve this we need more frequent and reliable services in every part of Cork. This is too often not the case currently. The current plan promises "more residents, students and workers will find themselves near buses coming every 15 minutes or better". We would propose that under any new plan this should be the minimum for all residents.</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.</p>
NTA-C9-1856	<p>A key issue in terms of public transport use is price. Due to the current cost of living crisis, a number of countries have recently experimented with free or very cheap public transport.</p> <p>When Germany introduced a €9 monthly ticket for public transport, increased use of the services is estimated to have saved 1.8 million of CO2 emissions. Public transport should not only be greatly expanded but be available free to all.</p>	<p>The consultation is focused on the proposals contained in the Sustainable Transport Corridors.</p>
NTA-C9-1856	<p>Private companies will focus on major profitable routes at the expense of under-served areas. Prices will be maintained at levels sufficient to turn a profit.</p> <p>Public transport needs to be seen not as a business but an essential public service and a key measure for fighting climate change.</p> <p>Privatisation is also a threat to the wages, conditions and trade union rights of the bus drivers and other workers on whom the service depends.</p> <p>We are opposed to any plan which involves privatisation of bus routes, which is a first step in undermining the public service.</p> <p>These rules could potentially be avoided on the basis of changing and expanding existing routes, rather than the creation of what are technically new routes.</p>	<p>The consultation is focused on the proposals contained in the Sustainable Transport Corridors.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1856	We understand that the plans have been developed from afar using Google Maps. It would have been much better to have hired staff and set up an operation based in Cork so that the plans would be best on real knowledge of the needs and concerns of different communities.	The current proposals have been designed using the latest Ordinance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design. Additionally, a range of other surveys will be conducted (for example, detailed tree and traffic surveys) to gather data that will also be used to inform the next stage of design.
NTA-C9-1856	If at all possible, the loss of residents' access, the compulsory purchasing of gardens, the loss of trees and other similar issues should be avoided.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1856	There are several areas where a significant loss of mature trees is being proposed to facilitate road widening. We think that every possible alternative to this should be considered.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-1856	One possible alternative in some areas would be implementing one way systems.	This is an option to consider. Ensuring these systems do not result in over circuitous travel routes, particularly for cyclists is a challenge.
NTA-C9-1856	It is inevitable that expanding public transport in the way we need to will require changes to existing roads, traffic plans etc. and this may cause disruption and inconvenience for some residents and communities. That is why it is essential that the plans are developed in a genuinely democratic way, with real consultation with local communities – without this any plan to transform the transport network will not work.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1856	The NTA should now correct this and in particular engage with communities such as Harbour View Road, Blackpool, St. Luke's and others where the plans face significant local opposition. The experience of Wilton 3 years ago, where plans for a bus corridor were scrapped after substantial opposition from many local residents, shows that plans which don't have community support will not work.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1857	The removal of mature trees and putting in of small saplings will only reduce the amount of CO2 take up because of total leaf area size.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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

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NTA-C9-1857	The premise that the city centre businesses will be growing any further that it is already is wrong.	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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
NTA-C9-1857	The city and transport plans are out of date with today. People are leaving the city centre not going to it except for a restaurant or two and evening at play houses and pubs.	The routes into and out of the City are still the busiest routes for the demand for travel.
NTA-C9-1860	This is a recipe for chaos and distress for many people. There must be alternative solutions to providing a sustainable means of transport.	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. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1862	While the City Council and the NTA may articulate an ambition to reduce the number of private cars on the roads and promote active travel and public transport, these modes of transport are not suitable for everyone particularly elderly and disabled people. Many of the people attending our premises are have mobility issues and cannot rely on active travel options or avail of public transport.	Accessibility by car will continue to available with the proposals. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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
NTA-C9-1862	Whilst you may defend your proposal as being for the common good, it will not benefit many in the Communities that we serve; particularly the elderly and the many vulnerable road users. We consider that this proposal is not a holistic solution to benefit all of the people affected by this and the other proposals. We consider that this proposal is a brutal solution to enabling Cork's growth potential and supporting its future development. The scale of the proposed infrastructure will server to disconnect communities. Where is the coherent argument to prove that this proposal is the most efficient transport solution to contribute to a living city.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1864	Nothing less than the transformation of the way we look at public transport will save us from the kinds of traffic problems we can all see re-emerging in the city as the winter draws in. My appeal is to beware of submissions that want change delayed or watered down. International experience is that when the switch to active transport and good public transport is made then nobody wants to go back to gridlock. Without Bus Connects we don't stay as we are. Traffic just continues to grow and it is impossible to accommodate. We all know this in our hearts and research bears it out. A workable future for our beautiful city needs these changes. Tweak where good suggestions are made by all means but do not let this plan get diluted	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1865	It seems immoral investing so much money in roads and transport when so many are homeless or cannot access health care - introducing school buses for all schools manned by Dept of Education would reduce traffic significantly with a substantially less investment. The plan seems very heavy handed without implementing smaller more manageable changes that could result in a significant reduction in traffic in the greater Cork area.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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

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NTA-C9-1865	I would like to suggest that the NTA should go back to the beginning and consult with every single home owner affected by their nationwide proposal - collate the results and weigh up input vs outcome.	Between June 30th 2022 and October 3rd 2022, the National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and
NTA-C9-1865	I have found this website / submission forum probably one of the most difficult to navigate. Surely it shouldn't be so difficult to make a submission . As it is so difficult it has probably resulted in less submissions and objections .	Noted
NTA-C9-1866	Junctions should be designed in line with Dutch principles as described here: https://irishcycle.com/2022/09/24/ireland-needs-to-stop-reinventing-the-wheel-on-cycling-infrastructure-the-design-of-protected-junctions-would-be-a-good-start/	Junction design will be developed as the project progresses.
NTA-C9-1866	Widths for walking and cycling should be as large as possible.	The routes are proposed on existing roads which have constraints. The designs are being developed to make it easier for 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.
NTA-C9-1870	The consultation process also needs to be looked at . The maps on view made it very difficult to understand.	Noted.
NTA-C9-1870	Having to make a submission on line has eliminated a lot of elderly residents.	Written submissions can be made by post to Sustainable Transport Corridor Project, NTA Cork Office, Suite 427, 1 Horgan's Quay, Waterfront Square, Cork, T23 PPT8
NTA-C9-1870	The maps on the display were on screens and when we attended they were not working. The only information we found were in the booklets but very little. A complete PR stunt with very little information. No one addressing any concerns. A review needed and stay well clear of the beautiful woods.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1876	There are a number of other issues with regard to the proposal which need to be reconsidered. What is the minimum width of bus lane required, car lane, footpath and cycle lane acceptable. Variable width are used at different locations .What is the minimum level of traffic that justifies the provision of such wide corridors. How is the Council managing peak and non peak traffic flows presently and the proposal for managing same for the future. Where are the key bottlenecks at present – morning time and evening time. What are the present traffic levels in Cork. What are the projected traffic levels in 20 years and 50 years time. Where are the present work locations – main business and industrial areas And where are the projected work locations in 20years and 50 years time How is it proposed for parents to bring their children to school in the morning. What proportion drive to school presently , what will be the situation in 20 years time and 50 years time.	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. 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.

Reference	Submission Statement	NTA Response
NTA-C9-1877	<p>I am really disappointed with the NTA and the plan proposed.</p> <p>On Thursday 5th there was a seminar in which one, somebody from NTA explained the Key considerations for retrofitting, some of them were:</p> <p>Increase footpath widths - Proposal is reduce them</p> <p>Vehicle Crossovers at Driveways - Removing the current green paths in the left side of Pearse Road will also remove the existing ones</p> <p>Incorporate SuDS, planting, rest areas - You are proposing cut down mature trees</p> <p>Use of single stage pedestrian crossing - Proposal makes harder to cross (more lines and more distance) and with traffic lights</p>	<p>The designs that were presented for public sonultation were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. 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. Project of this scale involve mutlitple stages of design. This refinement of the design will continue as the project progresses.</p>
NTA-C9-1879	<p>The goal of a transportation system should be to move people. For far too long, our transport system has focused on moving - and storing - cars. Cars should be the lowest priority.</p> <p>We should make it as easy and safe as possible for people to walk and cycle to where they need to go. The next priority should be making public transport fast, regular, and efficient.</p> <p>Road space should be allocated to active transport first, public transport next, and private motor vehicles after that.</p> <p>Storage of private motor vehicles should be even lower down the list.</p> <p>Build a safe active transport network. Give public transport priority on roads. Don't ever make either of those worse to support private cars.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1880	<p>It would seem that the Bus Connects plans could do with discussing the impacts of their changes with the Local Authority roads Engineers.</p> <p>The local Roads Engineers are on the ground and know the traffic flows, and associated problems with disrupting them.</p> <p>The plans for a light rail system also need to be considered in conjunction with this plan.</p>	<p>Cork City Council are actively involved in this project. The proposed Sustainable Transport Corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in conjunction with Cork City Council and Cork County Council, which seeks to increase the number of people using public transport in Cork fourfold by 2040 and expand the numbers cycling and walking by 33%.</p>
NTA-C9-1882	<p>I want to see this initiative succeed. I want better transport links for our city, better walking and cycleways and a cleaner environment. I want this all to be welcomed by the citizens of Cork and for them to feel part and parcel of the process that delivered it.</p> <p>Unfortunately this is not what has transpired over the last few weeks and months. It has become a source of grief for the vast majority of those people on the proposed routes. Rather than adding to their quality of life this whole process has created nothing but stress.</p> <p>I do believe that the only course of action that is open to make this succeed is to begin the process of consultation again and enter into it with an open mind on the part of the NTA. The people actually accept that change is coming, they just want input and to be heard.</p>	<p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1883	<p>The increased noise level and pollution which will result from the proposed plans.</p>	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-1886	<p>Anyone who has tried to combine a school run with getting to work at an allotted fixed time will know that it is nearly impossible by public transport.</p> <p>This problem will not be solved by the proposed works.</p> <p>But if parents could adjust their work hours to fit comfortably with school run times, it would be much more feasible to cycle with a child to school, leave parent's and child's bikes at the school, and get the bus from there into town to work. It would be a very sustainable and low-carbon way to do it.</p> <p>No matter how wide the road is, and how many separate lanes there are for different types of traffic, if a parent's work hours don't allow them to use bike and bus to get a child to school and then go to work, they are still forced to use the car.</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.</p>
NTA-C9-1886	<p>If the parent and child both live in a rural area outside Cork and the parent works in the city, the absence of rural public transport may also force the parent unwillingly to use the car to get to work in the city.</p>	<p>The consultation is focused on the proposals contained in the Sustainable Transport Corridors.</p>
NTA-C9-1886	<p>In summary, the proposal doesn't provide an adequate argument to support the need for the proposed very wide roads, lacks joined-up thinking in failing to bring in a central government approach that would reduce peak traffic and improve quality of life, and threatens to cause great damage to the urban environment without bringing any well established benefit.</p>	<p>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 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. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.</p>
NTA-C9-1886	<p>I have not yet seen statistics on the fraction of Cork City traffic that is created by journeys originating in rural areas outside the city.</p> <p>If such research has not been done, then we lose the opportunity to solve a Cork City traffic problem by a rural public transport solution.</p> <p>Provide more rural bus routes, and fewer people will drive into Cork, and there will be less need for very wide roads.</p>	<p>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.</p> <p>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.</p>
NTA-C9-1888	<p>The proposals are far too significant in scale – a 6 lane highway, loss of parking and destruction of trees, together with access safety issues and high traffic volumes.</p> <p>We are of the strong view that development of this scale is unnecessary with potential cheaper and greener alternatives available which should be considered.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p> <p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to</p>

Reference	Submission Statement	NTA Response
NTA-C9-1896	<p>Under the current National Development Authority (NDA) Plan, Cork is going to double its population and traffic problem will be considerably worse. Cork has a traffic problem Bus Connects will not alleviate the already existing traffic log jam – it will make it worse. BusConnects Cork could cost €600 million BusConnects project is ignoring “the elephant in the kitchen” i.e. the existing traffic congestion in the City Centre. The avowed intent of Bus Connect is “Bus journey time cut in half”. This could be done more successfully if the City Centre traffic problems were tackled, rather than “fiddling at the edges” in the suburbs. In the 60’s and 70’s, the Cork LUTS laid a strong foundation for the future of Cork. It called for the South Ring, including a downstream river crossing (tunnel), it identified the route of the South Link along the Old Bandon Railway Line. Cork LUTS also identified a need for flyovers within the City (Colosseum / Summerhill / McCurtain St intersection for example) Cork LUTS plans were largely implemented. Flyovers were not provided initially, but have since been put in place (Airport and Wilton overpasses). The reason given at the time was that the expenditure involved would only be warranted in the context of the traffic increasing to such an extent that the only solution was such overpasses. The Dunkettle roundabout is now being upgraded. The next move, is to look at some of the key junctions within the City, and provide more overpasses (or underpasses). A new LUTS equivalent should be established - would get a much better plan for “Sustainable Transport for a better City”, by dealing with the overall picture, rather than a narrow focus on bus routes. If City Centre traffic plans were solved, perhaps the aspiration of Bus Connect that “Bus Journey time be cut in half” might be realised without the stress, trouble, strife and environmental chaos that the Bus Connect project will cause. There is a better way to spend €600 million.</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative.</p>
NTA-C9-1897	<p>I want to see Frequent, reliable, and affordable buses with priority access to the roads so as to not be delayed by car traffic</p>	<p>Noted</p>
NTA-C9-1897	<p>I want to see Segregated and connected cycling infrastructure for people of all ages (beyond the existing commuting corridors, so not just from home to work)</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-1897	<p>Improved, maintained, and accessible footpaths and crosswalks that prioritise people rather than cars</p>	<p>Noted</p>
NTA-C9-1897	<p>At the moment, it is more dangerous to cross at the junctions as cars frequently ignore the lights and speed limits which means any outing is inherently dangerous</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-1897	<p>I will likely lose parking immediately outside of my house, but the potential inconvenience of this would be more than offset by not needing to drive so often as cycling becomes safer and buses more frequent and reliable improving public transit networks, cycling, and walking infrastructure provide a vital opportunity to address questions of social justice and equality. Specifically, disability poverty and equity issues, health and environmental</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1899	<p>Solutions such as Congestion charges, Park & Ride (P&R), Controlled Parking Zones (CPZ), Low traffic Neighbourhoods (LTNS), Filtered Permeability, Workplace Parking Levy (WPL), City Wide 30kph and Engineering features such as radii and road tightening, frequent pedestrian crossings would all go some way towards reducing the number of car movements in the City.</p>	<p>This statement identifies interventions some of which are contained in the STC proposals, and some of which are contained in the wider BusConnects programme and some of which are contained in CMATS.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1903	However we are very concerned that some of the proposed bus routes, safe cycle routes and proposed new boundaries, with associated possible land acquisitions, will have a very negative impact on some of the Churches, properties and presbytery buildings.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1904	we do see positive aspects to this proposal such as increase frequency of new bus routes, increase in the bus fleet and integrated ticketing are positive aspects of the proposal.	The NTA welcomes this positive feedback and support.
NTA-C9-1904	<p>concerns regarding the communication strategy tour constituents.</p> <p>The overall proposal lacked specific detail to how this project would impact people's homes and the inclusion of possible CPO to residents was inappropriate and caused stress and anxiety to many people.</p> <p>The proposed design where challenging to read an many residents epically elderly residents and those who were challenged by IT and online systems found if difficult to access information.</p> <p>The initial proposal to hold one community forum clearly indicated that this was a top-down approach to implementing this plan and although while additional community forums were welcome it is crucial that local communities must be involved in future draft plans.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-1910	<p>Access to the north side of the city by push bicycle is not easy</p> <p>Both electric bicycles and e-scooters are popular for ease of accessing the hills of the north side of Cork city.</p> <p>Micro-mobility, including electric bicycles, e-scooters, mobility scooters and electric wheelchairs should also be considered by BusConnects</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Actively promoting and supporting electric micro-mobility as transport options • Rolling out a public e-bike or e-scooter sharing scheme for the north side of the city • Provision of sheltered and secure bike parking near bus stops (and integrating the city bike share scheme into public transport ticketing) to facilitate multi-modal transport, using micro-mobility for the last mile. • Better supporting the carrying of e-scooters and folding bicycles on city buses • Wide net 30km/h zones across urban neighbourhoods • Allow cyclists and e-scooter users to travel on all bus lanes and through all bus gates • Allow cyclists and e-scooters to travel in both directions on streets that are one-way • Pilot schemes should be trialled in Cork as part of BusConnects to support the purchase of micro-mobility options by residents. <p>It should be clear that cycle lanes are also for use by e-scooters, mobility scooters and electric wheelchair users.</p> <p>Cycle lanes must be kerb-segregated from motor traffic for safety and confidence.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines. In this way the infrastructure be developed to accomodate micro mobility.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1910	<p>A pedestrian bridge should be built over the N20</p> <p>The dual carriageway of the N20 severed the Blackpool community when it was built. Replacing these pedestrian lights with a bridge would reconnect the community and eliminate a double set of lights for motorists near Mary McSwiney Bridge.</p> <p>Improved active travel should be considered for the junction of Pophams Road across the N20 travelling to Brothers Delaney Road.</p> <p>The shopping centre is a key destination for residents on the western side of the road</p> <p>N20 is a significant barrier to active travel from these areas to the shopping centre.</p> <p>Supporting measures for micro-mobility</p> <p>Access to the north side of the city by push bicycle is not easy and solutions need to be considered</p>	<p>Proposals for improving the pedestrian and cycling connectivity in Blackpool will be considered as the design develops.</p>
NTA-C9-1910	<p>S suitably designed bus shelters are a necessary part of the bus service and must be installed at every stop.</p> <p>Bus shelters must be thought of as every bit key to the operation of the bus service as a tram stop is to the operation of a light rail system.</p> <p>Their design and implementation must be considered as central and support other infrastructure.</p>	<p>The BusConnects project involves the provision of new bus stops and shelters with better signage and information. As the project progresses bus shelter details will be developed. It is recognised that bus shelters are an important provision within the project.</p>
NTA-C9-1910	<p>The proposed implementation of STCs across the city show the removal of street trees</p> <p>In places it is not shown how these will be replaced with a street tree nearby</p> <p>Replacement trees should be planted as close as possible to original locations</p> <p>These should be at a minimum the same number of trees that are removed</p> <p>We should take the opportunity now to improve trees in the public realm.</p> <p>Replacing a mature tree with a semi-mature tree is not an equivalent from carbon capture, biodiversity loss and other perspectives.</p> <p>BusConnects should undertake a programme to quantify the value of trees removed and restore at least an equivalent value of trees in the area</p> <p>It may be necessary to purchase lands for the planting of wild native woodlands in the city boundary to compensate for this loss</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1910	<p>The communities that will benefit most from BusConnects are those able to engage fully and deeply in the consultation process. Efforts need to also be made reach stakeholders who are not visibly represented in community consultations at present.</p> <p>The consultation process must make deliberate efforts to reach young adults, who are reliant on public transport. The consultation must reach out to elderly people, who benefit from the free travel pass but who will have other barriers to use of public transport.</p> <p>Public transport commuters and employers must be engaged directly People with disabilities, who are unable to drive and are therefore reliant on good quality and accessible public transport, must also be represented and visible in the consultation process. The consultation must engage women on why they are deterred from cycling compared to men and how this can be improved. People under the age of 18 must also be represented.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-1910	<p>I am supportive of the proposals. I believe that if local communities engage well, the plan will evolve into a set of designs that will benefit communities and businesses along these routes as well as public transport users across the city.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1915	<p>The proposal was very weak on detail and practical impact on local communities was obvious as in some areas the proposal is impossible to implement. It is important the local communities who have a strong neighbourhood community should not be scarified in this process.</p>	<p>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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1915	<p>The overall proposal lacked specific detail to how this project would impact people's homes and the inclusion of possible CPO to residents was inappropriate and caused stress and anxiety to many people. The initial proposal to hold one community forum clearly indicated that this was a top-down approach to implementing this plan and although while additional community forums were welcome it is crucial that local communities must be involved in future draft plans.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-1915	<p>This proposed plan will restrict and divert traffic, implement one-way systems, through neighbouring estates of the proposed routes and traffic may be diverted through estates. This is concerning. The proposed design where challenging to read an many residents epically elderly residents and those who were challenged by IT and online systems found if difficult to access information.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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</p>
NTA-C9-1915	<p>However, we do see positive aspects to this proposal such as increase frequency of new bus routes, increase in the bus fleet and integrated ticketing are positive aspects of the proposal.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1917	<p>There is no justification on any grounds – be they environmental, relation to Cork City's heritage/ character, or regional impact – for this route to proceed as currently proposed.</p>	<p>Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>

Reference	Submission Statement	NTA Response
NTA-C9-1922	So, please keep cyclists segregated from both buses and general road traffic where at all possible.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1922	I want to commend, in general, the emphasis on a safe cycling network, as well as much more efficient bus corridors, in the plans. It is a wonderful opportunity to transform Cork's cycling network and will enable countless people to go about their daily business by cycling.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1924	All bus stops must provide full accessibility for mobility impaired passengers.	The BusConnects project will provide more bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all to use, including the elderly and mobility impaired
NTA-C9-1924	Promote integrated active transport by enhancing facilities at key transport interchanges. Greater provision of park and ride/stride facilities, secure bike parking and facilitation of innovative micro-mobility schemes, such as e-scooters, are encouraged. Further integration of bike sharing schemes with bus stops and the train station should also be examined.	Noted. As the project progresses and the design develops facilitation of micro mobility will be considered.
NTA-C9-1924	There should be scope to reimagine how buses work with the city and to future proof the BusConnects plan allowing for the future use of data, small autonomous electric vehicles, people movers/minibuses that run a shuttle service from the orbital routes to the centre.	Reallocating road space and the introducing traffic management measures such as bus gates and traffic signalling arrangements enables the transport network to respond to emerging and future transport modes as they develop.
NTA-C9-1924	Making the bus services reliable by keeping it resilient to heavy general traffic conditions is the primary condition to make the new bus system attractive and to achieve the modal shift away from private car traffic that is urgently needed. The final plan should be key to achieving quicker and more consistent journey times. The prioritisation of buses supported by dedicated infrastructure (bus lanes, bus gates, priority signalling and reduction of through car traffic) is vital to achieve acceptable travel times for public transport.	This statement supports the aim of the project.
NTA-C9-1924	The re-wiring of the city's bus network is urgently required in order to improve the speed and reliability of buses and to help meet the needs of a growing city while accelerating the journey to a net zero city.	The NTA welcomes this positive feedback and support.
NTA-C9-1924	Consideration must be given to residential access, business deliveries, and remaining local access traffic	Consideration has been given to local access, business deliveries and residential access. Retaining accessibility for these important functions will continue as the project progresses and the design develops.
NTA-C9-1924	In some instances, cycling infrastructure that would enable joining the corridors or crossing is not clear. We favour the option of cycle lanes having separate routes to the main public transport routes. Ensure that the various cycling lanes across the city connect to each other and do not operate in silos.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1924	Developing the public realm will also require a high standard of facilities at bus stops, including shelters and reliable real-time information at all stops. Smart technologies should allow for considerable advances in these areas in the coming years.	Noted
NTA-C9-1924	While the BusConnects project primarily concentrates on the city bus network, full integration of the interurban services, LocalLink services, rail services, future LUAS, the best use of interchange hubs with Park and Ride/Stride and active travel (walking and cycling) to enable the highest volumes switching to travel sustainably, including public bike-sharing and car-sharing, in planning, ticketing, information and communication design is essential	The consultation is focused on the proposals contained in the Sustainable Transport Corridors.
NTA-C9-1924	Attention must be paid to location of bus stops, available space, quality of place and access routes/prominence in city space. The locations and design of bus stops should follow the idea of placemaking and allow to spend waiting time in a meaningful way (benches, shop windows, wifi, etc).	The design of bus stops will be progressed as the scheme progresses and topographical survey is available.

Reference	Submission Statement	NTA Response
NTA-C9-1924	The widening of the roads within a streetscape and the removal of urban green spaces, green verges, hedges and street trees should be avoided as far as possible – for the sake of a high-quality public realm, climate change resilience and local biodiversity.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-1924	Under the European Commission's Cities Mission programme, Cork is one of 100 cities who will lead the way on climate action and smart cities across Europe. Cork needs to live up to and meet this designation in which cities act as testbeds for innovation in climate action enabling all European cities to follow suit by 2050. Reducing transport emissions will be a key component in achieving that vision for Cork by 2030.	Noted this statement supports the aims of the project.
NTA-C9-1924	Loss of parking is in part unavoidable, but where possible efforts to identify alternative parking should be made.	Noted
NTA-C9-1924	Alongside Bus Connects, there is ample opportunity to address congestion associated with the school run. More students travelling to school independently using public transport, walking and cycling can enable the reduction of local car traffic.	This statement supports the aims of the project
NTA-C9-1924	We recommend specific investment and co-ordination in terms of the development of the public realm alongside the delivery and rollout of BusConnects. It is important that the interchange between frequent bus routes will have a high-quality public realm. Factors such as good street lighting and open and pedestrian-focused spaces enhance the city's overall look and feel, as well as its safety.	Public realm improvements will be developed as part of the proposals. The multidisciplinary design teams developing the proposals includes landscape architects.
NTA-C9-1924	Support for greater provision of park and ride/stride facilities	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1924	Cork's streets often have a limited width, and present cross sections often do not allow for the installation of general traffic, bus- and cycle lanes on a continuous basis. While additional 'land-take' in places appears to be unavoidable, a measured approach should be taken	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-1924	Cork Chamber and its members have valued this consultation process, and the NTA's commitment to listening to local businesses and residents to improve the proposals and find viable alternatives in its second iteration. Incorporating local knowledge and being cognisant of the rich heritage and the cultural fabric of the city will be crucial.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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

Reference	Submission Statement	NTA Response
NTA-C9-1924	Supportive of the BusConnects Cork first phase of public consultation on the creation of 12 new Sustainable Transport Corridors (STC) with 93km approx. of bus lanes with the aim of making the bus system operate more efficiently, and to encourage more active travel and the realisation of our 15-minute city ambitions. We acknowledge and recognise the importance of the public transport and the bus network at its heart, as backbone of public transport in the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1932	As a general rule I am in favour of adding more cycle paths.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1939	This plan, with a good emphasis on safe and segregated cycling infrastructure, should give large numbers of people the confidence and safety to use bikes in place of a car for most of their city journeys I'd ask above all to maintain segregated and connected cycle routes alongside the bus routes wherever possible.	Noted
NTA-C9-1940	However, in view of the existing and projected employment at Blarney Business Park, it is submitted that there is an immediate need for public transport provision to provide sustainable access, not least to ensure that unsustainable private car travel patterns do not become engrained the provision of a enhanced bus service serving Blarney Business Park and the provision of a dedicated park and ride in the vicinity with representatives from the NTA.	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.
NTA-C9-1940	there is also the potential to bring forward the delivery of a bus-based park and ride facility at Blarney Business Park to secure a step change in mode share in favour of public transport in the north of the City	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1941	I wish to express my support for the proposed Bus Connects project. While I acknowledge that there are a number of areas where design refinement will be needed to address local concerns, I am keen to see the progression of a public transport network for Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1944	Bus lanes must be continuous and not abruptly end to enable private car traffic take priority.	Noted
NTA-C9-1944	Cycle lanes must be continuous and not end randomly along a route.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1944	Those who drive can take a longer route, public transport and active travel must be prioritised.	This statement supports the aims of the project.
NTA-C9-1944	Only junctions with a significant regular volume of road traffic should have controlled crossings.	The provision of crossings will be developed as project progresses.
NTA-C9-1944	I support the Bus Connects vision for Cork City. I support the need to give priority to public transport and reallocate street/road space to active travel (walking, cycling, scooters).	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1949	The proposals have raised significant concern and stress among the community. Legitimate concerns have been raised by residents and businesses in the broader Douglas area, as well as the Boreenmanna Road, Ballyphene and Togher areas.	This non-statutory public consultation was undertaken 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. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1949	I believe the NTA should pause the plans until a thorough review is carried out and genuinely meaningful consultation takes place with residents and businesses. This will be a vital plan for Cork's future and it is absolutely essential that it delivered in a way that communities can support and embrace.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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

Reference	Submission Statement	NTA Response
NTA-C9-1950	<p>The loss of so many trees in the scheme is unfortunate but rather than scraping the plan or making such changes that the benefits are lost, I feel that the design should be looked at by favouring trees over private car use and a significant plan of tree planting in the areas where the trees are to be removed.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-1950	<p>I wish to register my support for the scheme. Bus Connects Cork has potential to transform how people move around Cork City and its environs. This scheme, which will help promote modal shift to walking, cycling, and public transport, will help to create a more sustainable, equitable, and enjoyable city.</p> <p>An undertaking of this size will, of course, impact some people more than others, but I feel the plan is vital for the greater good at city and national level and for creating a path to a highly liveable city. I feel that many of those who are currently worried about the impact of the plan will eventually come to see the benefits the scheme will bring to themselves and their communities.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1955	<p>Parking will be reduced for an ageing population who need it most.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-1955	<p>Current plans would see imposition of the acquisition of 10m from the road of private land where I have a more direct interest.</p> <p>The acquisition being sought is egregious and will result in severely unfair lifestyle changes for several residents.</p>	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>

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NTA-C9-1955	<p>The consultation strategy for the proposed project is problematic because residents have only been consulted after decisions have already been taken.</p> <p>On attending meetings with officials we were told repeatedly that everything was up for consultation, but clearly such communication is disingenuous.</p> <p>This information is extremely hard to access in drop down menus and will have been missed by interested parties.</p> <p>The main consultation portal only provides summaries for the "preferred routes" in "brochures" and gives very little information on specific scoring mechanisms. It appears to strongly contravene expectations in the Aarhus conventions around accessibility to information about environmental change.</p> <p>Clarity on overall aims of the process show significant shortcomings. I asked repeatedly what the overall objectives of the scheme are and they were articulated by officials as getting things moving. BusConnects has a mandate to provide a more efficient bus service but it is not clear that overall aim of increasing sustainable travel choices is driving those efficiencies.</p> <p>The overall plan should consider several more one way systems for private transport and low-traffic neighbourhoods. Private transport is necessary for residents, especially those with accessibility issues but the incentives should require people to travel longer by private transport thus making public transport the predominant choice for journeys along public transport routes.</p> <p>Finally it is clear that a tram is planned along the routes as part of the metropolitan plan. Officials are claiming that is another bodies responsibility but there is clearly an ask here that aims to facilitate the light rail. If detailed plans are not presented for both, knowing that both are policy, this is again in contravention of legal expectations around citizen information.</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-1955	<p>Monetary compensation cannot account for noise and vibrations, safety issues and crossing threats that will result in closeness to busy roads with large vehicles passing at the new rates envisioned by travel efficiencies, as well as loss of biodiversity and investment in gardens and community.</p>	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-1960	<p>I object to the proposed Maryborough to City bus connect scheme as Bernadette way and Castlegreine are not suitable for the volume of traffic that will ensue</p>	<p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1964	<p>As a resident of Seven Oaks I think there will be excessive noise when the trees and wall are taken down especially from the busses and extra traffic</p>	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-1967	<p>I broadly support BusConnects and see it as a way of meeting our sustainable travel goals. An affordable (preferably free), well-serviced and reliable service is crucial to encourage people to travel by bus.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1971	<p>I fear for the safety of my children as pedestrians on the roads with the proposed changes made.</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-1974	<p>it should be considered to provide one month free public transport in Cork to promote the initiative</p>	<p>Noted</p>

Reference	Submission Statement	NTA Response
NTA-C9-1974	in street parking needs to be kept (and thus leaving the road narrow) then a one way system should be considered for some of the roads that are negatively impacted by on street parking	On street parking will be continue to be a focus item as the project progresses and the design develops. One way systems have been and will continue to be considered as potential options. The challenge with one way systems is that can sometime provide overly circuitious routes.
NTA-C9-1974	Residents directly affected by the removal of on street parking should perhaps be provided with travel passes.	Noted
NTA-C9-1974	It would be ideal if tree removal should be avoided as much as possible. If it's unavoidable then replanting of trees should be prioritized wherever possible nearby.	<p>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 whist maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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.</p>
NTA-C9-1974	I believe that bus lanes and bus priority lanes are only effective when enforcement is in place. Buses should be equipped with external facing cameras to record and report any violations caused by drivers when driving on bus lanes during designated times.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-1975	There must also be some acknowledge that public transport and use of bicycles is not accessible or suitable for all those in the community with particular consideration of those with limited mobility, children with sensory difficulties etc.	Accessibility by car will continue to available with the proposals. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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
NTA-C9-1975	The consultation process and plan put into place for this bus corridor proposal has been wholly inadequate in its consideration of those who it will affect. Proposing a plan that doesn't involve residents/community members from the onset of this development and calling an online submission process a 'consultation process' is very much geared towards tokenistic participation.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-1979	Urban trees have multiple benefits for a sustainable city - improved human health and life expectancy; improved human mental health; climate change mitigation through carbon sequestration; climate change adaptation through improved shading, cooling, flooding mitigation, etc.; increased tourism; aesthetic value to citizens and visitors; biodiversity benefits for a huge range of species; and more. an examination of the proposed STCs suggests that the tree planting programme is far from comprehensive , the plans should replace any trees lost with multiple trees nearby (e.g. 1 tree removed ≈ 10 replacement trees) There is a need for a full tree management plan for these proposals along with a full, itemised list of all trees along the routes (species, age, condition, dimensions, etc.) as well as all trees threatened with removal and details of the proposed replacements and additional trees as part of an urban greening project (species, age, dimensions, etc.)	<p>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 whist maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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.</p>

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NTA-C9-1980	When implementing larger scale routing restrictions (bus gates, one-ways, turning bans), care must be taken that residual motor traffic is not pushed into streets where extra traffic is not desired, or in the case of vans and HGVs where streets are just not suitable to take such vehicles.	An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1980	UCC is very supportive of the BusConnects plans to significantly upgrade the city's PT and sustainable transport system. Having a roadside infrastructure that prioritises sustainable travel and makes bus operations fast and reliable is essential for the success of a sustainable mobility transformation.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1983	I agree with the proposed plans.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1988	There should be more reallocation of road space from general traffic to bus, bike and pedestrian space and less road widening. Ensuring continuous uninterrupted and direct bus and cycle routes must continue to be the top priority when changes must be made.	Noted
NTA-C9-1988	Traffic reduction measures, such as, bus gates, turn restrictions, one-way systems and limiting junction capacity should be used more extensively. Including to reduce motor traffic on route to a level where bus lanes are not required so avoiding widening. Where there are no other options for local access making one way or bus gate use at a pinch point impossible traffic management at surrounding junctions should ensure the reduction of traffic along that section of the route to a level where a bus lane is unnecessary.	The revised proposals include more extensive use of bus gates and traffic signal control bus priority as suggested.
NTA-C9-1988	Cycle route design should reflect that fact that most cyclist using the route will use the route for only part of their journey and so should ensure that route are easy to join and leave from all adjacent road's paths etc.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1988	Where consultation means that residents parking should not be removed this should be at the expense of the removal of general traffic lanes not the removal or narrowing of footpaths, cycles lanes or bus lanes.	Noted
NTA-C9-1988	Where land acquisition is considered and number alternatives should be looked at first including the removal of general traffic lanes, one way access only and the use of a bus gate through the pinch point.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-
NTA-C9-1988	I strongly support the concept and general philosophy of Bus Connects, of practising public transport and active travel over private motor vehicles. The provision of continuous cycle and bus routes free from danger and congestion should be of the highest priority.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-2009	<p>Regarding the cantilever bike route crossing over by Castle View terrace, this will block access to the slipway and harbour area by Castle View Terrace which is earmarked for development in the city development plan as a river amenity access in the future. Also the cycle boardwalk passes in front of and blocks access to the private harbour at the back of Castle View Terrace. It will also block access to the protected Patent slip in the old Harbour Commissioners yard. One solution might be to install a dutch-style canal lifting bridge which would still give access to the Patent slip from the river. This would add a feature to the boardwalk and enhance the area. It would probably work best to merge the cycle lane and bus lane at Castle View terrace as far as water street as traffic will have to slow down anyway due to the the right angle turn onto Water Street. Or another option is to merge bus and cycle traffic for 50 m as far as the new access road planned along the eastern edge of the Harbour Commissioners.</p> <p>Also the cantilevered cycle way / boardwalk along the river would first need structural repairs to be carried out to the quay walls as these have been neglected for some time. A 40 m section of the quay wall on the Lower Glanmire road collapsed into the River Lee in October 2008.</p> <p>Link to article : https://www.irishexaminer.com/news/arid-20076034.html</p> <p>The cantilevered cycle way would need to be positioned high enough above the river due to the high tides and wave action. By the mid 2030's the lunar cycle will again amplify high tides as well as amplify any incremental rise in sea levels due to climate change.</p>	<p>The proposals for STC A in the vicinity of Castleview Terrace will continue to be developed as the project progresses. Engagement with the relevent stakeholders will be required to determine the appropriate solution at this location.</p>
NTA-C9-2014	<p>I want to support to expansion of safe, protected cycle lanes to encourage car free travel in the city and suburbs. As a resident of Blarney Street, I frequently travel around the city and Blackpool by bike. I would like to see the more cycles lanes in the Northside of the city. I would also feel safer and more confident to travel out to the suburbs if the cycle lanes were connected</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2015	<p>However, where space must be reallocated for new corridors, that it should be reallocated, first of all, from space currently given over to other vehicular/motor traffic carriageways, rather than being at the expense of active travel networks (footpaths, cycle lanes), or gardens and other green infrastructure. If that means one-way systems for other traffic, etc., so be it.</p> <p>It's more important to retain active travel infrastructure and green infrastructure, to retain mature trees (or to plant trees where they are not already present), than it is to try and shoehorn bus corridors onto existing traffic routes, with an attempt to retain the latter. There simply isn't enough space.</p> <p>This is a huge opportunity to install a scheme fit for the challenges of the immediate future, a future which must de-prioritise the car.</p> <p>Given population projections for the city and county, it is simply not feasible that we will be able to accommodate continued car use, at current levels, into the future (it's already unfeasible).</p> <p>In itself, such an emphasis on our transport networks, away from the car, would encourage further modal shift. If there are those who still need to drive, they could still do so, albeit perhaps with slightly more convenience in terms of directness of route (albeit then again, perhaps with less traffic as a result of the busconnects scheme and active travel networks).</p>	<p>The proposals involve significant reallocation of road space. Retaining accessibility for cars is considered necessary. The proposals have been revised to reduce the extent of road widening proposed. In addition to bus lanes the proposed arrangements include removing buses from traffic congestion by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p>
NTA-C9-2015	<p>I'd like to register my support for the scheme in general. In order to encourage people out of their cars, it's important that the alternative, and make active transport and public transport more attractive. A scheme like the proposed busconnects corridors is needed.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2023	<p>If people are to lose parking spaces, let it not be for this ill planned venture.</p> <p>If people are to use buses, why not a larger fleet of smaller more frequent electric busses that operate on a more regular service.</p> <p>Please make vast practical improvements to this plan rather than ruin our beautiful though flawed city.</p> <p>Let it be planned locally, sensibly and realistically, please.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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 BusConnects project include</p>
NTA-C9-2024	<p>I would urge the NTA to keep an open mind in relation to, but in the short to medium term, improving the quality of our bus network is essential and naturally to achieve that, certain measures will be necessary.</p> <p>This could naturally include, bus prioritization, ensuring routes are designed in the optimum way to carry the most possible passengers and that there are logical connections to centres of healthcare, an education and industry of leisure and so on.</p>	Noted
NTA-C9-2024	<p>It's cityscape is built on the footprint of Corks routes of a medieval city, many narrow windy streets and not very wide streets and this expands out into some of key roads in the suburbs that would have been routes in to the city for hundreds of years and not particularly wide themselves either.</p>	Noted
NTA-C9-2024	<p>In relation to trees, more generally, it is important to note that trees are an objective public good, adding necessary greenery to towns and the city, which reduce heat temperatures and capture CO2.</p>	<p>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</p>
NTA-C9-2024	<p>There are many people who are likely to lose parking outside of their house and along that run of street and those who are likely to lose either footpath space or green space to facilitate either bike lanes or bus lanes.</p> <p>This is a matter of some regret and these people, whatever the outcome of this proves, should have been contacted directly and in any future iteration of this approach, this should be the presumption that if there is any impact that directly affects a resident that they are contacted directly.</p>	<p>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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2024	<p>Cork is in need of new parks and green areas, and some of the BusConnects plans for addition of trees to certain areas could be expanded upon further, with the addition of benches and other amenity, to create a series of new 'pocket parks' across the city - a move which would be welcomed in neighbourhoods across the city.</p>	<p>Public realm improvements will be developed as part of the proposals. The mutlidisciplinary design teams developing the proposals includes landscape architects.</p>
NTA-C9-2024	<p>I would also re-emphasis the call I have made in the past for a dedicated permanent NTA presence in Cork, along the lines of a delivery office. I know Cork chamber have argued for this also, and I think some of the issues brought up in this process might have been avoided with specific local knowledge gained by having a team on the ground.</p>	<p>This statement is seeking an NTA delivery office based in Cork. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-2024	<p>More generally there is in my view a need to make this transition exciting for residents, and give the impression of a newness, a modal shift.</p> <p>The best example I can think of is the Glider in Belfast which has been tremendously successful and popular. We need to transform how people think of buses in Cork issues of livery and brand are important.</p> <p>The presentation will be important. In a related manner, and perhaps this is a contradiction to my previous point, I have heard the point made that there is a fondness for the Bus Éireann branding, the red setter and so on and that some will regret it's ending.</p>	Noted
NTA-C9-2024	<p>More simplified localised correspondence as opposed to the more project wide type literature, and so on.</p>	Noted
NTA-C9-2039	<p>I welcome the proposed introduction of the bus corridors for the people of Cork and for people outside such as myself.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2042	<p>The way NTA are going about implementing bus connects however is a real concern for many locals in Ballincollig who have been in contact with me.</p> <p>Can Bus Connects provide routes not just on the chosen corridor but also on parallel routes?</p> <p>Can infrastructure on the straight road be improved for cyclists or could Bus Connect also advance the cycleway from the Regional Park to the Lee field and on into the city to give cyclists real options?</p> <p>Bus Connect needs to look again at the plan for Main Street Ballincollig.</p> <p>There are many positive features to the Bus Connect plans including improved access for bus and cycleway and NTA need to implement it in a way that will work for all locals.</p> <p>NTA need to take this opportunity with the public consultation to listen to the local view, the very real concerns of residents and improve the plan before doing anything else.</p>	<p>The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes. This statement requests the BusConnects project to progress other cycling projects. These are being progressed by Cork City Council which will continue. The statement request local views are taken into consideration. During this consultation phase almost three thousand submissions were received in total. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2042	<p>They outline their concern at the disruption and the way that some of the work may disimprove things locally and the way removing of trees would injure the Ballincollig landscape.</p> <p>Residents point out that it doesn't make sense to remove part of their gardens and a large number of trees when there is already a very wide road in place.</p> <p>Similarly on the eastern side of the village, from the East Gate and on towards Poulovone where residents outline concern on gardens and trees being removed again despite there being bus lanes and wide paths in place for much of this road.</p> <p>Cutting into these landscaping and trees would be an injury to Ballincollig and not the way NTA should advance Bus Connects.</p>	<p>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 whist maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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.</p>
NTA-C9-2043	<p>I welcome the introduction of these sustainable transport corridors.</p> <p>In particular the use of bus gates on some corridors is to be welcomed as they provide priority for sustainable modes of transport without the need for road widening.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2045	<p>This plan has the chance to be transformative for Cork. Implementing it would, in my view, make Cork an even more attractive place to live.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2052	<p>Bus connects is crucial for the future of transport in cork. Without it, the city will be sending a message that the car dependent sprawl is the prefers method of growth for the city.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2056	<p>My world is narrowed into "islands of accessibility": the small cluster of spaces and places I can access via walking, bus and cycling.</p> <p>BusConnects and its improved walking and cycling infrastructure and increased bus service quality has the potential to be revolutionise the way I encounter mobility, space and accessibility.</p>	<p>This statement supports the aims of the project.</p>
NTA-C9-2056	<p>I support the reallocation of space from motorised vehicular dominance to a more fair approach, where walking, cycling and public transport are given a fairer allocation of space than we currently have.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2062	<p>There are too many schools in the area the traffic will be way worse.</p>	<p>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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated</p>
NTA-C9-2064	<p>The opportunities this scheme will provide will steer the public away from selfish and antiquated attitudes towards our public transport network and will result in cleaner air and calmer, safer roads.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2072	One good line would be better than a lot of terrible unreliable buses.	By removing buses from traffic congestion, punctuality and reliability of the bus system will be greatly improved.
NTA-C9-2072	Please consider running as a mode of transport. I run to many places in the city and nothing is designed with runners in mind. It is as good a mode of transport as cycling.	Along each route, improvements and enhancements will be made to footpaths and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided
NTA-C9-2072	Use trees and furniture to slow the cars and buses down. We all need to slow down a bit.	Noted
NTA-C9-2072	We are so short of trees in the City, any tree that is removed is a crime against the air quality in the city.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2074	Cork needs a regular, reliable and connected bus service without compromising green spaces and trees. We should prioritise public transport, walking and cycling as means of transport instead of the car centric city we have.	This statement supports the aim of the project.
NTA-C9-2086	As for trees. They also need to be given priority. There is no replacement for a mature tree so all effort to maintain them must be made.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2088	consideration needs to be given also to the fact that female journeys tend to be circular and as such may use more than one bus route to get from a to d to b to f to c to z.	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.
NTA-C9-2088	Cork needs protected cycle lanes, especially in the North of the city in order to encourage active travel. Existing cycle lanes are great, however they are all concentrated in the south side.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2088	consideration needs to be given also to the fact that female journeys tend to be circular and as such may use more than one bus route to get from a to d to b to f to c to z.	The designs will be progressed to consider factors such as street lighting and open and pedestrian-focused spaces to enhance the city's overall look and feel, as well as its safety.
NTA-C9-2088	The bus connects sustainable transport is great. Existing cycle lanes are great.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2091	cycling infrastructure should be protected and completely segregated from encroachment of drivers on both sides onto the footpaths and cycle lanes.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2091	I would also support the move to reduce or eliminate on street parking. It is wasteful to spend >95% of a car's life obstructing main roads.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2094	The public space is not the private parking space of any individual or commercial business and so the argument that parking needs to be maintained is not in the interest of the greater good, As for ccp.	Noted

Reference	Submission Statement	NTA Response
NTA-C9-2094	<p>As for trees. They also need to be given priority. There is no replacement for a mature tree so all effort to maintain them must be made.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-2096	<p>The plan should front load as many of the easy implemented aspects as possible, including more pedestrian crossings, increased and more reliable bus services, bus shelters at all stops, cheaper and more flexible fares, new cycle lands, connecting existing cycle lanes, and tree planting.</p> <p>The plan should commit to planting at least the double number of trees felled and increase the provision for the number of micro-green spaces in the plan.</p> <p>The plan has provision for Capwell Road/High Street to be designated as 'Quiet street will provide a safer and more attractive environment for pedestrians and cyclists.' with 'New landscaped urban park area created on what was previously roadway.'. These enhancements should be added to the aforementioned network of roads.</p> <p>An additional pedestrian crossing needs to be added adjacent to Cork Constitution Rugby Club at the brow of the hill to enable access to the Beaumont Park and for primary school children going to Beaumont National Schools.</p> <p>Given that there is sufficient space for two rows of parked cars and two-way road, a more minimum interventionist approach would simply remove the on-street park to create shared bus/cycle lanes on either sides and retain the two-way street for private cars.</p> <p>This has the added advantage of prevent the removal of existing trees and use of CPOs.</p>	<p>This statement proposes ways of implementing the proposals and suggests planting double the number of trees. The proposals for implementation and tree planting will be considered as the project progresses (and if planning permission is obtained). The revised proposals for Route J include a potential location for replacement parking and pedestrian crossings close to Cork Con.</p>
NTA-C9-2097	<p>Bus Connects Cork needs to have a comprehensive network of routes whereby parking spaces are removed to facilitate a seamless journey for bus passengers.</p>	<p>Noted</p>
NTA-C9-2100	<p>I am writing this in support of the Bus Connects program as someone from West Cork who regularly uses the public transport system in both West Cork and Cork City.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2102	<p>I wanted to voice my support overall for the Bus Connects project. It cannot happen fast enough and needs to be pushed through to get people out of cars and onto buses and using active travel. Very much in favour of bus connects.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2117	<p>Side running lanes often result in bus service being slowed by vehicles turning from adjoining roads, or even from vehicles pulling out of driveways. They are also commonly impacted by illegal parking. Center running bus lanes mitigate these problems significantly by removing much of this conflict. Island platforms are provided for faster boarding. Submission attaches references explaining the benefits and examples.</p>	<p>Noted</p>
NTA-C9-2117	<p>Where there becomes a new conflict, we urge the NTA and the BusConnects team to favour usage of local access only schemes, one-way access for motor traffic, usage of bus gates, reduction of road width, removal of turn lanes where safety allows, and other schemes which prioritize sustainable modes of transport.</p>	<p>The revised proposals include more extensive use of bus gates as suggested.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2117	we strongly urge the NTA to utilize increased urban design features when implementing changes to urban towns and neighbourhood centers.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2117	The design needs to switch to the 'Dutch junction' design. This is the approach favoured in the global cycling capital of The Netherlands, and reduces any conflict between cyclists, pedestrians, and oncoming vehicles. There also needs to be orbital cycle infrastructure within this scheme, to enable safe trips that are not solely suburb-to-city as a high proportion of trips are suburban-to-suburban there are indeed cycle lanes, many are in need of upgrading to a higher standard, including the implementation of proper traffic segregation We also wish to place emphasis on the submissions from the Cork Cycling Campaign, who have used their extensive expertise to go into far greater detail on how cycling infrastructure can be improved across the plan as a whole.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2117	When evaluating the submissions from interested parties across Cork, please do not forget those who depend on public transport services because it is their only option Routine, clockwork bus services increase the mobility of the most vulnerable, and allow them to take part in society at a far greater rate.	Noted
NTA-C9-2117	private parking, including those in out-of-town shopping centers, needs to be taxed as a benefit in kind. There needs to be real financial disincentive to the development of all parking, including private.	The statement outlines proposals to discourage parking. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-2117	Trees are an objective public good, adding necessary greenery to towns and the city, which reduce heat temperatures and capture CO2 BusConnects needs to plant the new trees before moving and removing any existing trees Creating further green space would also be welcomed Take a 'move trees' approach, as opposed to cutting them down, as mature trees cannot simply be replaced to the same effect with juvenile or semi-mature trees	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2117	It is crucial that every element of the BusConnects process supports the eventual implementation of light rail, something we're pleased to have seen so far. the implementation of centre running bus lanes, as they are noted for easier upgrading to rapid transit standards, significantly reducing the construction time and upgrading cost Bus shelters need to become ubiquitous across the network in order to increase patronage and user experience We also recommend usage of pro-biodiverse grass topped bus shelters, as discussed in more detail in submission NTA-C9-769 by Green Spaces for Health.	Proposals for a light rail scheme extending from Ballincollig to Mahon are contained in CMATS. In advance of the development of this light rail corridor, and to allow the development consolidation to support its delivery, it is intended to serve this route with a high frequency bus service and to develop bus priority measures along the route to enable a high level of performance in advance of its transition to light rail. In addition consideration of the light rail proposals will be required along those routes where they potentially interact.
NTA-C9-2117	We are calling on the NTA to include the Park and Ride plans within the next round of STC consultation.	Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.

Reference	Submission Statement	NTA Response
NTA-C9-2117	<p>there is a strong concern that BusConnects has fumbled at launch, with a perceived (and sometimes real) lack of quality public information and the decision to route buses through the Mangala opening the door to further criticism of the project</p> <p>it is clear that there needs to be additional efforts taken about the entire process</p> <p>a city centre shopfront should be established area as a key information centre for the project to ensure that people are able to 'pop in' to an easily accessible centre, and receive full, digestible information from well-informed staff about elements of the project.</p> <p>There also needs to be a significant effort for BusConnects to step up the effort in showcasing the positive aspects of BusConnects</p> <p>The BusConnects team needs to increase the outreach efforts significantly - even showcasing the statistics on faster travel times, added routes, number of new trees, and so on.</p>	Noted
NTA-C9-2117	<p>We strongly urge the NTA to consider school zones, where there are explicitly delineated safe cycleways, bollards, quiet corridors and walkways from nearby bus stops, incorporation of large bus shelters at nearby bus stops, and full pedestrianization and local access only schemes nearby to schools.</p>	School zones are being delivered through the Safe Routes to School Programme.
NTA-C9-2117	<p>We support the call for a 'parking census', to properly examine the parking habits of people in the city.</p> <p>We believe that this will provide useful information on how to make upgrades to the public realm 'go down easier' for local communities, as well as provide information on how surpluses of parking can be reduced in key areas in favour of sustainable mobility.</p>	<p>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.</p> <p>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.</p>
NTA-C9-2122	<p>Removal of car parking spaces at public amenities, schools, churches, local shopping areas and areas that would traditionally have a high demand for parking should have parking maintained especially when these services and amenities are mainly being used mainly by the young and old in our society.</p> <p>The elderly, disabled and young families would be left in a vulnerable position if they were not able to access these areas easily. In many cases vulnerable members of society depend on their private car to access services and it can be a lifeline for them.</p>	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2122	<p>In many cases these spaces would be used by people operating in a caring capacity - removal of the spaces would lead to isolation for the homeowner in many cases and would leave many in a vulnerable position.</p> <p>Input from the local community is crucial in deciding areas for placement of new bus stops. The local community know the area more than anyone else and they will inevitably be the ones using the service so their input here is crucial.</p>	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2122	<p>Removing drop off areas close to schools in order to prioritise bike and bus lanes would present a real danger for families who are dropping younger children as they would not be able to walk a certain distance safely on their own. Not everyone attending a certain school is automatically living in close proximity to the school and therefore cannot be reasonably expected to walk, cycle or take a bus on their own due to young age.</p>	Prioritising active travel and sustainable transport is in accordance with all relevant transport policy.

Reference	Submission Statement	NTA Response
NTA-C9-2123	I support the Bus Connects proposal for all routes. It is a step in the right direction to get Cork more sustainable and would connect more of the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2126	With regard to the cycle proposals, I would urge the NTA to deliver the cycle aspects in a cohesive and connected manner. Too often cycle lanes currently end abruptly or on footpaths and this does nothing for the aim of those 8-80 to use this infrastructure	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2126	I would urge the NTA to also increase the amount of replacement tree planting and where possible existing trees should be transplanted elsewhere.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2126	Recent examples in Dublin are not fit for purpose and defer too much to motor traffic to the detriment of cycle safety. I welcome proposals to remove on street parking in the plans, but also it should be necessary to perform road diets, where space is available, narrowing roads/streets in order to calm traffic and reduce speed, widen footpaths / cycle lanes should happen.	Road space reallocation and narrowing of traffic lanes is contained in the proposals.
NTA-C9-2135	Very positive development. Lots of improved routes and will make cycling/buses much more appealing in the city and clear congestion long term improving air quality. Very supportive of this.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2135	Really simplifies the services and it will be great for the city. Will make my commute easier and faster and many of the other journeys I will make via bus will be quicker. Very supportive of the developments outlined.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2138	I would like to extend my support for BusConnects in Cork. While genuine concerns should be addressed this project is an important step in making Cork a more sustainable transport city and can't be allowed to fail to the status quo of car domination.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2143	No major restructuring of the city – maintaining its character, history, ecology, charm	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2148	This is quite dangerous albeit safer than on general lanes. However if similar infrastructure is Continued through bus connects, it will be very underwhelming and we continue to put cyclists lives at risk, by sharing roads with dangerous buses.	It is not clear what exactly this statement is referring too.
NTA-C9-2148	I support the proposals put forward to a large extent. These will make it easier for getting to your destination quicker, easier and more efficiently. This proposal will encourage people to choose public transport over the private car.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2152	I wanted to voice my support overall for the Bus Connects project. It cannot happen fast enough and needs to be pushed through to get people out of cars and onto buses and using active travel. Very much in favour of bus connects.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2154	Where the situation lends itself, the set-up of 2-way tracks on one side only should be considered.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2154	cycling infrastructure along the STCs must also include suitable access options to the corridors for joining, leaving or crossing the longer-distance routes	The detail outlined in this statement will be addressed as the design progresses.

Reference	Submission Statement	NTA Response
NTA-C9-2154	The large-scale removal of roundabouts must be seen critical. Roundabouts have an important function serving as turning points for any (esp. larger) vehicles in the road network. Further, roundabouts visually interrupt a straight driving line and hence reduce speeds,	Junction design will be developed as topographical survey becomes available and the design process progresses.
NTA-C9-2154	Having several P+R locations ready and set-up at the time when an STC will be delivered is essential to significantly reduce through car traffic in areas along an STC.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-2156	An accompanying landscape strategy would be beneficial to specify the most appropriate planting strategy for each location, balancing biodiversity and aesthetic enhancement with future safety and maintenance needs. Such a strategy would come at a fraction of the cost of some of the heavy engineering solutions included in the scheme, and have more widely felt impacts than token artistic installations.	Landscaping proposals will be developed as part of the proposals. The multidisciplinary design teams developing the proposals includes landscape architects.
NTA-C9-2159	There should be a strong focus on delivering high quality infrastructure for pedestrians and cyclists and bus users and not having the quality of this proposal diminished to maintain a car-centric environment.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2159	I support the BusConnects proposal broadly. It is important that the changes are implemented to prioritise sustainable bus transport but also ensure that walking and cycling are given greater priority than at present, particularly for children and people with mobility issues. Busses should be prioritised over private cars.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2160	Along the way, don't forget biodiversity and tree planting for shade, cleaner air, quiet, beauty and closeness to nature. It is obvious that this goes hand in hand with any vision for a compelling and enjoyable built environment.	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
NTA-C9-2160	Let's please have a city that is safe, healthy and accessible for people of all ages, incomes, backgrounds and abilities, and not one choked and dominated by cars. Cities are for people.	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.
NTA-C9-2160	It is clear that the delivery of a comprehensive quality public and sustainable transport network is fundamental to the quality of life of people of all ages in Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2167	I am writing to show my support for the BusConnects proposal. While I do not live on any of the proposed routes, and sympathise with people losing car park spaces and sections of gardens, this scheme will benefit the city as a whole. While not perfect, the proposed routes are a step in the right direction. Over the years, car centric policy has had a detrimental effect on the city. These proposals should not be watered down just to appease some very vocal objectors.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2168	where green space, trees etc already exist, these shouldn't be removed unless absolutely necessary and if so should be replanted and green space increased.	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2168	to avoid very wide pedestrian unfriendly roads and spaces, cycle lanes and bus lanes should be prioritised over the provision of additional car lanes. This should also encourage modal shift to sustainable travel.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-2170	<p>Diversion of traffic at the edge of the town centre does not make much sense to me as the volume passing through is not large except for school times.</p> <p>Diverting traffic from the east down Harrington St will only cause logjams elsewhere as the route will take you through the car park and out onto Station Road via Baker's St which in effect ends in a narrow T junction with little room for large vehicles to turn.</p> <p>These roads are very busy during school times as parents collect their children from the local boys and girls schools and there is no proper traffic management in place.</p>	<p>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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-2170	<p>The removal of two rows of car park spaces (approx 40 spaces) in the eastern part of the public carpark to facilitate this road will be detrimental to the local business in this area as parking in this area is very restricted at present.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-2177	<p>I am in overall support of this bus connects proposal. I hope that the trees will be adequately replaced and that traffic management can be improved at the aldi traffic junction at the old Fort Road.</p> <p>Today I cycled from East ballincollig to west ballincollig and found it very unsafe in its current format. I think the proposal will make cycling easier for the town.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2181	<p>I welcome the proposal of developing sustainable and more efficient transport links in the Cork City area. I understand the aim of the proposal and certain design elements but feel some areas are not fully considered or could be strengthened with data.</p>	<p>As the project progresses additional data such as topographical, tree and traffic surveys will be used to improve the proposals</p>
NTA-C9-2181	<p>I would expect that claims about bus journey time reductions or projected user volumes can be validated with extensive testing and surveying but this is not evidenced.</p>	<p>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.</p> <p>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.</p>
NTA-C9-2184	<p>As a bus user and occasional cyclist, this is a big improvement on the current bus network and cycling infrastructure and I fully support it.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2189	<p>Consider the possibility of central running bus-lanes. Frequency, reliability and the shortest possible journey times will impact on ridership and the overall quality of the service.</p>	<p>This possibility of central lane running will be considered during the scheme design. The practicality of set down and pick up at bus stops will be important considerations. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.</p>
NTA-C9-2189	<p>As a rule of thumb, consider 100mm of horizontal segregation for every 10kph of permitted speed allowed for general motor traffic. 30kph = 300mm, 50kph = 500mm etc.</p> <p>The current plans suggest just a kerb will be all that is delineating the space between a cyclist and a double decker bus travelling at 50kph. Cycling must feel safe to do if it is to be adopted by more people.</p> <p>Avoid unnecessary, unsafe and untested lane narrowing for bicycle users at bus-stop bypasses.</p>	<p>The cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-2192	<p>I wish to welcome the introduction of Bus Connects plans for Cork City. the plan to improve access for buses will ensure that Cork is more accessible by bus and will make the city centre more vibrant and modern.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2195	<p>A timetable for delivery of the proposed P+R at Ballincollig West, N28 at Carrigaline Rd and Blarney/ Stoneview should be provided to provide confidence in the BusConnects project and to reassure businesses in Cork City from fears on the inevitable loss of parking.</p>	<p>Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2196	I support the aims of the bus connects plans. It is vital for Cork that we get people out of their cars and into public transport that will get them to their destination faster, with a greatly reduced impact on the environment, and with the added benefit of lower stress levels.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2200	I fully support BusConnects and the plans to finally improve public transport in Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2201	How can it be a good idea to divide Cork with North American style highways, bulldoze our history, pulverise hugely valuable mature trees, devastate hundreds of attractive gardens, irreversibly change whole neighbourhoods, .	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2203	Access to sustainable high quality and quick forms of public transport is essential along with the provision of safe accessible cycling infrastructure to allow Cork to grow as a modern city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2204	My question/suggestion is will measures like cul de sacs, traffic lights, one way traffic, height restrictions on one side etc be used as a deterrent to this new increased danger. Lower Kent Road already has traffic cutting through from Tramore road to Pearce road, with the introduction of priority bus traffic lights on route H, the traffic volume cutting through lower Kent Road will become more dangerous to kids playing on the green especially.	The need for traffic management measures will continue to be reviewed as the design progresses.
NTA-C9-2208	The parking outside cork constitution provides children and families the opportunity to enjoy the rugby provided by the historic club. This parking also provides much needed spaces for big matches at both pairc ui rinn and pairc ui chaoimh.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2213	To cycle from Blarney to the rest of Cork City you need to cycle along a busy dual carriageway or on a path next to it where people walk. While there is a bus service to Blarney it's obviously not adequate. There are huge traffic jams every morning. It's unsafe to cycle, there are no cycle lanes in the village or surrounding roads. The busy road up from the local secondary school doesn't even have a pavement.	Blarney is outside the scope of the Sustainable Transport Corridor project. 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.
NTA-C9-2217	Current buses are unacceptably unreliable and slow The additional dedicated bus routes are essential to restoring some faith in the system and making it more attractive, benefiting everyone in the process via reduced traffic, emissions, journey times, and costs.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2217	Cork cannot handle its current level of traffic and intends to grow substantially over the next decade. This growth can only be supported by public transport and cycling as there is no possibility of adding significant additional amounts of road capacity or parking.	Noted
NTA-C9-2217	If Ireland is to reduce its reliance on fossil fuels we have to reduce our car dependence.	Noted this statement supports the aims of the project.
NTA-C9-2217	The overwhelming need for such a project should take precedence, and it should be built where needed.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2219	As a resident of High Street, I wonder what possessed you to ever consider removing parking in favour of none.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this

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NTA-C9-2221	There is also mass removal of our cultural heritage in the form of limestone walls, with no mention of having genuine stonemasons to replace (which I assume means there is no budget to replace these, therefore complete destruction). Cork in particular is built on hundreds of small quarries, several in the Douglas Street, High Street, Capwell, Douglas Road and Southern Road area alone, thus the removal is to strip the area of its ancestral provenance.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2221	In addition, many road widening schemes, such as the existing Skehard road scheme widened the road to an extent where it is now a lawless motorway, resulting in daily extremely frightening transactions for active travel users, decreased biodiversity, which reduces mental health satisfaction, lowers mood and increases lung and cardiac issues.	The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily.
NTA-C9-2221	The removal of hundreds of mature trees and the replacement with only minimal numbers of sapling trees is abhorrent. There has been no attempt made to save or successfully relocate the trees (as is done in Japan and Singapore consistently when infrastructure impinges on their current location), nor replace with the same amount - or as should be in a climate crisis - more.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-2221	Ireland lags very seriously behind in this aspect so in theory I strongly support a bus connects proposal. Overall bus connects can only enhance the city and its liveability, in particular with our extremely high NO2 levels (linked with early mortality) and the impending increasing population, but also for visitor's who have little options at the moment.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2223	why are you getting rid of basically all the trees along boreenmanna road? first of all the trees make the city look nicer which i'm sure is the only thing you guys care about and secondly we need to be planting trees not cutting them down? enough trees have been destroyed and burned in cork alone so we need to be planting more to make up for our mistakes, not furthering the problem with a so-called sustainable system.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>

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NTA-C9-2227	<p>I think in general instead of widening roads (removing gardens and trees/green areas) to facilitate all the lanes needed (footpath x 2 - bike lane x 2 - bus lane x 2 - car lane x 2) the first option looked at should always be to remove 1 car lane and make the road one way.</p> <p>Green space is vital in cities and the removal of trees and green areas should be a very last resort, remove a car lane instead. The same applies to on street car parking.</p> <p>dutch style bike lane design - do not reinvent the wheel here, use the best designs available, especially when it comes to bus stops, roundabouts and junctions in general. Also, hills need to be kept in mind when deciding bike routes, divert the cars to the steep route, not the bikes. (ie bike route to st lukes)</p> <p>There is also a need for hard segregation and proper enforcement of bus and bike lane encroachment, if the lanes are full of cars they are pointless.</p> <p>Additional measures such as park and rides, congestion charges will need to be introduced to further encourage modal shift.</p> <p>Finally please make decisions based on evidence based information and not anecdotal statements, those that shout loudest, have a political position or have the largest number of signatures should not give them the final call over any decision.</p>	<p>Ensuring one way systems do not result in overly circuitous travel routes, particularly for cyclists is a challenge. Cycling facilities will be provided as per the relevant guidance. This statement proposes park and ride and congestion charges. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-2227	<p>I agree with the need for a comprehensive overhaul of transit in cork city. The climate crisis is upon us and walking, biking and public transport need to be the top priority when it comes to moving people around the city. Facilitating cars needs to be moved to the very bottom of the list.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2246	<p>I am generally in favour of the proposed planned routes</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2247	<p>If parking is removed where will the residents park?</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this</p>
NTA-C9-2247	<p>A big cost to the environment with the removal of trees.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-2251	<p>The submission includes some general recommendations for placement of bus stops, particularly in light of the bus network redesign in Cork.</p> <p>These recommendations are summarised as follows:</p> <p>The routes that bus stops will be serving need to be considered when choosing locations. All bus stops should be provided in legible stop pairs, as close as possible to directly opposite each other, to ensure that people can travel in both directions to or from each stop location. Bus stops should be placed in locations that serve all routes in all directions at interchange locations. Stops at interchanges should also be located in close proximity to each other to minimise walking distances during interchanges.</p>	<p>The design of bus stops will be developed as topographical survey becomes available and the design process progresses.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2252	I object to the proposal of the bus corridors which will have a detrimental impact on the flora and fauna throughout the city with the proposition to cut down so many healthy trees.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-2252	I also object to the propositions to purchase private gardens to facilitate the planned corridor, especially where this will have a considerable negative impact on the families involved.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-2254	With heavier traffic that has impacted on the Primary and Secondary schools in this area ! That has seen the tragedy of loss of life! How can parents safely collect their kids !	<p>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.</p>
NTA-C9-2260	100% Support for this plan. While there are some issues to be ironed out, the NTA should get on with it and create a modern and sustainable form of public transport that all the people of Cork can avail of, regardless of their socio-economic standing.	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2260	Cork needs adequate and safe cycle lanes so its residents can cycle safely along key corridors to schools, places of employment and other amenities like sports grounds and shops. Cyclists are among the most vulnerable group on the roads and infrastructure needs to be put in place to protect them on roads. The Bus Connects plan is critical to creating these key corridors.	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2261	This proposed road restructuring of the Mahon to The City via Boreenmanna Road makes absolutely no sense whatsoever and will ruin a perfectly route that already exists and works perfectly and already accommodates all the proposed changes outlined by this plan.	<p>This non-statutory public consultation was undertaken 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. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including</p>
NTA-C9-2262	No information has been provided on how the proposed routes have been selected and no alternatives have been provided for the majority of designs.	<p>Draft Options Report were provided as background information to assist in understanding the alternatives considered.</p>
NTA-C9-2262	Treelines, hedgerows and parklands have not been clearly represented on the drawings. The constant change in orientation between maps is very confusing. Each map should at the side show which other map(s) will show the continuation of the scheme. Map 10 & 11 It is not clear if a new bridge is proposed by the revised layout where high street meets southern road. The level of detail provided is wholly inadequate.	<p>The current proposals have been designed using the latest Ordnance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design. Additionally, a range of other surveys will be conducted (for example, detailed tree and traffic surveys) to gather data that will also be used to inform the next stage of design.</p>
NTA-C9-2262	I welcome the overall bus connects scheme aim to make the public transport network in Cork more reliable and increase capacity for the transition away from dependence on individually owned, largely fossil fuel powered vehicles. I also welcome improvements in cycling infrastructure which will hopefully continue the uptake of cycling, particularly amongst school going children and parents in the local area	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2262	Information with regard to Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) should have been provided with the consultation documentation. the consultation cannot possibly comply with the Aarhus Convention to which Ireland is a signatory.	<p>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.</p> <p>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.</p> <p>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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2267	Why would a new cycle lane be created for Wilton rd when a cycle lane known as Schoolboy Lane already exists at the moment which links magazine rd to Glasheen Rd. This would seem to be a waste of our money. I believe Schoolboy lane can be extended from Magazine Rd to Western Rd via unused culvert over the Glasheen river. A cycle lane at rear of our houses would also remove access from those houses to the green area which has been enjoyed by our children down through the years.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2281	An Taisce Corcaigh welcomes the BusConnects Cork project and support the main principles underlying the project as set out in the NTA documentation.	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.
NTA-C9-2282	I fully support the Cork Bus Connects project as outlined.	This support for the BusConnects project is welcomed.
NTA-C9-2284	I am in favour of the current bus connects plan as presented.	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 considered by An Bord Pleanála in their assessment of the scheme.

Reference	Submission Statement	NTA Response
NTA-C9-2290	<p>To minimize mature tree loss, it may be possible to move footpaths & bike lines, inside the tree line, or inside existing walls. For example on Boreenmana road, it may be possible to retain several trees through such a scenario. Where a junction radius are being narrowed, any build out of path/kerbing should contain tree planting. A good example of this from the plans is the junction of Langford Row and Infirmary Road, but it seems like this can be repeated in many other locations, even with one or two trees at smaller junctions. Together with this Bus Connects plan Cork City Council should begin an ambitious tree planting programme across the city. Every street corner deserves a tree, and every wide street deserves to be an 'avenue'. While nothing can really replace a mature tree, this principles can perhaps make the loss of trees more palatable. Also, please consider a range of sizable city trees, including Lime or London Plane etc, rather than smaller trees that seems to be a trend lately. We have an opportunity to repeat the foresight of our ancestors when they planted majestic trees along the Marina, Centre Park Road, etc I commend the Bus Connects plan for the quiet-way planned in STC K along Douglas Hall Lawn/River bank. This route however should be extended (perhaps through the lands at Douglas community school?) to meet the Tramore Valley park entrance. Many other quietways/greenways may be possible such as connecting Tramore Valley Park to Ballyphehane (and onwards) via underpass at the south link to join with greenway near Harvey Norman. Similarly, extending the Ballybrack trail to Tramore valley park (perhaps using the laneway between Tesco and Morris house) Any opportunity to create such routes should be seized– particularly where they can link Communities to schools</p>	<p>The revised proposals for Boreenmana Road retain many of the existing trees. 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.</p> <p>This submission proposes extensions to routes outside the scope of the Sustainable Transport Corridors. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-2290	<p>Experience tells me that there is a very high tolerance from both Gardaí and the City Council for much anti-social behaviour by car drivers. Parking on footpaths, bike lanes, blocking junctions, driving in bus lanes etc are a daily part of traffic in Cork. For the bus connects plan to be successful, a zero tolerance approach must be taken for such actions.</p>	Noted
NTA-C9-2290	<p>There has been much discussion about loss of trees. I am very conflicted by this, but appreciate that it is perhaps unavoidable in many areas. Some suggestions to counter this</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-2293	<p>*Contraflow Cycleways should be used extensively in Cork to increase the mesh side of the cycling network</p> <p>*Could Kent station be deemed a priority node on the walking and cycling network, ensuring adequate age-friendly seating along the routes to the station, sheltered secure parking in proximity to the station itself, and bike share scheme stations also made available.</p> <p>*Cork enjoys quite a few vibrant pedestrianised streets. Please do not use Dismount Cyclist signs as the network is designed and delivered. People will instinctively slow down but some disabled cyclists cannot dismount from their cycles which are used as mobility aids for independent living</p> <p>*Any trees that are being removed need to be replaced with others of similar maturity (or multiple trees) and should not be removed where private car traffic can first be reduced. Where</p> <p>*Could congestion of pedestrians and cyclists be the main objective to alleviate, then congestion of those taking public transport, over and above any private car congestion. This would follow the DMURS Hierarchy of Street Users and make active and public transport modes competitive and more convenient and comfortable to those using inefficient private car transport.</p> <p>*Could any ecar charging points be part of a traffic management plan, and not encroach on current and potential active travel infrastructure roll-out. Ideally space could be grouped together, and removed from on-street parking to outskirts or specific estates.</p> <p>*Where radii are being tightened to improve safety for walking and cycling, can these be built out with planting of pollinators</p> <p>*Could roundabouts be redesigned to the Dutch style roundabout standard</p> <p>* Each component of the cycling network needs to be expanded to created a more cohesive network throughout the city with priority nodes for Kent station, bus stops, schools, hospitals, playing pitches and sports clubs, major shopping areas and seamlessly connect with Greenways in the environs.</p> <p>*Bus Shelters should have age-friendly seating,, comfortable lighting, and sheltered and secure bike parking alongside.</p> <p>*Bike parking should include parking for non-standard cycles including designated disabled bike parking and ecgargo bike parking.</p>	Cycling facilities will be provided in accordance with the relevent guidance.
NTA-C9-2294	<p>I suggest going back to the plan, note the schools and ask how can this plan partner with the schools to create a transport plan that lessens rather than increases private cars?</p> <p>While one way streets may make it easier for buses, those who feel they need to make a particular trip will end up circling around to get to their destination and create more difficulties in other parts of Douglas.</p> <p>Though it may be unintended the consequences will be there anyway. All the no turns additions are likely to have the same consequences</p>	School travel and providing facilities to support more walking, cycling and public transport trips is an important element of the design process. The proposals close to the schools will continue to develop as the project progresses. The statement on one way streets providing circuitous routes is noted.
NTA-C9-2294	<p>the Fingerpost is an anchor of Douglas heritage and history.</p> <p>find transport solutions that support our environment and sustainability while preserving our heritage.</p>	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2294	<p>First, I am grateful that this is coming to fruition and I support the goals of the plan for greater access to usable public transport and more opportunities for active travel.</p> <p>I note there is a seemingly huge loss of mature trees and integrated hedgerows and other vegetation.</p> <p>The proposal notes the loss of 297 trees.</p> <p>That number and observation of the maps leads me to believe this may be underestimated.</p> <p>The loss of trees alone from the bridge over the Mangala may well account for 30-50% of this number.</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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.</p>
NTA-C9-2295	<p>The proposals would make deep and significant changes to how people are used to travelling around Cork at the moment, discommoding people in the short term as a better multi-modal system is built in place of the current car-dominated system.</p> <p>Please proceed with and don't water down this transformational plan</p>	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

Reference	Submission Statement	NTA Response
NTA-C9-2298	Issues with reliability of services and information Possible error in stop - Map 17	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more
NTA-C9-2301	With all these bus corridors both I and my family would like to use the bus more. On several occasions in the past the bus has failed to come due to a driver not showing up for work. Can it be made a policy that all buses run.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2302	It appears the focus of Busconnects is getting passengers into the city a few minutes earlier and to get more people to ditch their cars - very little return for the investment of over 600 million. Why not get all the STCs to terminate at the one point in the city to facilitate all travellers. Ask a wheelchair user who has to travel from Douglas to Holyhill daily - will have to wheel from South Mall to Patrick St to get the new BusConnects	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.
NTA-C9-2303	Cork City Council acknowledge that cities and towns evolve over time and the objectives in the Development Plan aims to protect the unique character and built fabric of the city. Proposals for new development must have regard to the built heritage of the City which contributes significantly to the city's identity, taking into account its street pattern, local architectural building styles and public spaces. See Chapter 8 of the Cork City Development Plan 2022-2028. The proposed works may affect protected structures and National Inventory of Architectural Heritage (NIAH) structures in terms of their fabric, curtilage and/ or setting. Cork City Council will engage with the National Transport Authority through the planning design phases to ensure that any necessary changes or alterations to the character of historic structures are carried out in a sensitive manner.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2303	It is noted that the BusConnects Sustainable Transport Corridors proposal meets with the Cork City Green and Blue Infrastructure 2022-2028 objectives with respect to access and connectivity which is welcome. It is recommended that a suitably qualified ecologist and arboriculturist is employed to assess the impacts of the proposals on the biodiversity of the proposed route and to propose suitable mitigation measures to avoid any significant impact on the biodiversity of the proposed routes. These specialists should also supervise the implementation of the mitigation measures during the construction phase of this project. Preparation of a landscape plan identifying how best to integrate both existing and newly created green space opportunities along each of the Corridors into the wider Green Blue Infrastructure in the city is recommended. See Objectives 6.2, 6.9, 6.11 and 6.22 of the Cork City Development Plan 2022-2028. The design of the Sustainable Transport Corridors should seek to include the delivery of nature based sustainable urban drainage systems where possible. Where such systems prove impractical, the transport corridors should seek to minimise additional surface water run-off from any of the upgraded corridors where possible. See Objective 9.4 of the Cork City Development Plan 2022-2028. The BusConnects Sustainable Transport Corridors traverse through a number of key urban centres in Cork (i.e. Blackpool, Ballincollig, Douglas, etc.) and the delivery of a more place-making approach to the design of the active and public transport facilities in urban centres as described in Chapter 11 of the Cork City Development Plan 2022-2028 is recommended	The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.

Reference	Submission Statement	NTA Response
NTA-C9-2342	I see no reference to an economic cost / benefit analysis in the plan. All aspects of a plan of this scale needs to be economically assessed under the rules and procedures of "The Public Spending Code" as set out by the Department of Public Expenditure and Reform published on the 8th May 2019.	This non-statutory public consultation was undertaken 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. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2342	I submit that there will be widespread significant negative Environmental Impacts on the neighbourhoods and on the individual property owners if this plan proceeds to construction. I do not see this matter being adequately addressed in the draft plan.	<p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-2342	Over half the submissions already made (and in some areas over two thirds) , think this Plan is worse than what presently exists in the area. Surely this suggests the public are reasonably happy with the status quo and that the entire plan should be shelved	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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.</p> <p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to</p>
NTA-C9-2353	It is not clear if I can use all or any of the other corridors from the Ballincollig Corridor. My question is: are the different corridors going to be linked at a central point or even will each corridor connect to each of the corridors at some point.	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.
NTA-C9-2429	Overall it was an unstructured event - you could pick up booklets with the proposed plans and look them up on large screens (that took forever to load!).	Noted
NTA-C9-2437	Overall it was an unstructured event - you could pick up booklets with the proposed plans and look them up on large screens (that took forever to load!).	Noted
NTA-C9-2480	<p>Please advise if this work was carried out inhouse by NTA or by a consultant.</p> <p>If the latter please provide the name of the consultant firm, the approximate number of man-hours consumed by the Consultant to get to this stage of the "work", the location(s) where the work was carried out and the percentage of the budget manhours actually spent in Cork and Ireland, whether they are on a fixed price and if the selected was the low bidder?</p> <p>how many were spent on the streets of Cork looking at properties, surveying, talking to property owners and executing other field work that might assist the assessment process</p>	This consultation is focused on obtaining feedback on the proposals for infrastructure on Sustainable Transport Corridors. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

Reference	Submission Statement	NTA Response
NTA-C9-2480	<p>there are very short periods of time allowed for any impacted person or indeed the general public to form an opinion on your proposals.</p> <p>You web site borders on the unintelligible; dates for meetings and submission dates are almost impossible to find as are other details of the process.</p> <p>Please provide the name of the accountable person (Project Director, Business Manager etc.) so that I can correspond with someone whose name is not BusConnects Cork and can sign his/her name</p> <p>I would appreciate a copy of all the relevant background documents that have evolved into the goals and strategies of this project</p> <p>I would be intrigued to follow in your footsteps to see how the documented route became an emerging preferred route.</p> <p>provide documentation for all meetings, formal and informal, your staff, and Consultant (if one exists) have held to date with the Council Members, Executive and professional staff of Cork City Council</p> <p>Did any Politicians, Local, National or European or any one on behalf of such a person or any other person lobby the NTA</p> <p>Have you informed any of the residents in these and other areas as to what is coming down the bus lane at them? If not, why not? Notices in a newspaper don't count.</p> <p>It is unclear as to whether your documents are to scale; or whether photographic reductions have been made;</p> <p>The maps you have used as background are hopelessly out of date</p> <p>publishing during the summer holidays is undemocratic</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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.</p>
NTA-C9-2480	<p>Please define and provide the relevant reports on traffic studies, travel times and analyses that were completed on the relevant route.</p> <p>When were these studies completed; were there any extraordinary events on the days the studies were complete (bad weather, Christmas shopping, road accidents or whatever)?</p> <p>Were data collected on multiple days at similar times to assess or eliminate unusual circumstances etc.?</p> <p>Have you considered these and other impacts on these neighbourhoods? If so, please provide the relevant analyses and reports?</p>	<p>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.</p> <p>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.</p> <p>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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2482	<p>Lack of support due to devaluation of property on Douglas Road</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.</p>
NTA-C9-2482	<p>Issues with timing of the letters during summer post covid, tight deadlines, letters only send to homes with CPOs, website convoluted, maps not to scale</p>	<p>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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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 current proposals have been designed using the latest Ordinance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2482	Lack of support due to risk of subsidence	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.
NTA-C9-2491	A better solution is to have smaller buses and better timetables	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
NTA-C9-2491	Proposals will destroy local heritage, trees and stone walls	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2516	Bus lanes should not be used for Taxi's and they should not be 24 hr	The hours of operation of bus lanes will be subject to further studies. It is unlikely that all the bus lanes will be 24hrs.
NTA-C9-2517	cycle lanes on footpaths are difficult to cycle on plastic wands on cycle lanes make it difficult to weave in and out of traffic	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2520	cycle lanes are too narrow the wands within cycle lanes take up too much space	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2521	There is absolutely no point in creating Bus Connects if you are going to use Bus Eireann to run the routes. The current Bus Eireann city bus public transport service leaves a lot to be desired.	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.
NTA-C9-2608	Busy time of the day the 207 bus is woefully inadequate but overall it works, the new plan won't	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
NTA-C9-2642	additional comments to discuss on no10 service to waterfall -proposed bus stops and locations -bus infrastructure (bust stops, footpaths) -timetables	This statement relates to Waterfall. This consultation is focused on the infrastructure proposed for the Sustainable Trnspart Corridors.
NTA-C9-2650	I work as a tradesperson and need to drive my car containing tools and materials right to my customers door I feel these changes will make it harder for me to access my customers and get to my work	Accessibility by private vehicle is still available with the proposals. Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-2696	The move to corridors for buses also seems to threaten easy access and exit from homes in several places	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 traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.
NTA-C9-2696	More time and attention has to be given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one, which would be welcome by many who live on the route	Ensuring one way systems do not result in overly circuitous travel routes, particularly for cyclists is a challenge.
NTA-C9-2696	The idea of doubling the width of the road - albeit in some areas and not the total length -to 16.8m or 55feet wide is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list priorities only to let CORRIDORS become the sole and primary concern.	This non-statutory public consultation was undertaken 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. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

Reference	Submission Statement	NTA Response
NTA-C9-2696	The chosen route seriously impacts on biodiversity	<p>Based on the submissions made to the public consultation process and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions</p> <p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-2696	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace in number but not in the same location. It would appear that the location of some existing trees contribute not just to the environment but to the visual landscape. Making little parks in other places cannot be regarded as balance.	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-2696	I am reliably informed that the proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan. If this is the case, it would seem to show a gross disregard for the locally- informed and well-researched schemes that already exist. In theory, it is possible that ideas from all schemes could be incorporated for the better good but disregard for existing proposals does not reassure.	<p>BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies: The National Development Plan 2021 – 2030; Cork Metropolitan Area Transport Strategy 2040; and The Climate Action Plan 2023.</p> <p>Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a</p>
NTA-C9-2696	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to so widen the road. People living those houses are then brought much nearer to a traffic environment (with an increase in volume and noise).	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>
NTA-C9-2696	The necessary detail in all the myriad documents you provide have made it difficult to assess many of the proposed plans, and especially to do so when the many maps provided are less than clear in places. While it must be appreciated that efforts have been made to calculate travel time to work etc., any such improvements cannot be allowed to obscure the negative results that are legion and must be addressed. I note that in places, the maps do not seem to show newly built houses or other buildings .	<p>The current proposals have been designed using the latest Ordnance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design. Additionally, a range of other surveys will be conducted (for example, detailed tree and traffic surveys) to gather data that will also be used to inform the next stage of design.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2696	In part of the BusConnects documentations offers a suggestion that walking an additional 600 metres to get a bus in the new system, as opposed to what was available before, would be a minor inconvenience. At least the suggestion stopped short of advocating them walk as a healthy measure. I wish to point our that a significant number of residents are older in age groups or are families with small children - that distance is not one that makes it easy to avoid car travel in favour of taking buses, particularly in wet weather. Rather it might force people to use cars when they would prefer to use the bus.	Noted
NTA-C9-2696	There is no indication of a comprehensive traffic survey having been carried out	<p>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.</p> <p>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.</p> <p>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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2777	We must protect and preserve our heritage and history	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2777	The proposed number of trees to be cut down is scandalous. The importance of biodiversity and maintaining levels should be of utmost importance	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>
NTA-C9-2777	The taking of parts of peoples gardens in many of the areas is simply unacceptable and extremely unfair A persons garden is their sanctuary	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, 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, provision for parking, access, and landscaping. 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-</p>

Reference	Submission Statement	NTA Response
NTA-C9-2783	<p>I am writing to offer my hearty support of the BusConnects Sustainable Transport Corridors and accompanying cycle network.</p> <p>I hope that our efforts will mitigate the harm to our global population. A commitment to sustainable transport infrastructure and a strong cycling network will form part of that effort.</p> <p>there will be a tangible positive impact of the corridors in local communities</p> <p>Job creation, improved air quality, increased frequency bus services and enhanced pedestrian infrastructure will all enhance the city.</p> <p>I will be appreciative of a safer commute, and I hope with time others will agree.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2788	<p>We currently have the 203 bus which serves Lehenaghmore. – Turners Cross – City</p> <p>A huge amount of kids in the area get the 203 bus to school in the morning and evening.</p> <p>The new 4 route is proposed not to go to turners cross, I think this will lead to more kids getting the car to school which defeats the whole purpose of bus connects!!</p> <p>So can the 4 route be routed through turners cross?</p>	<p>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.</p>
NTA-C9-2788	<p>well done on the bus connects plan</p> <p>I think the overall plan is badly needed to develop better connectivity around cork city.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2799	<p>Ballinlough bus route 215 is currently twice an hour & is never on time.</p> <p>New bus route for 215 is now going to be bus route 20. Once an hour is insufficient for the amount of residents in the area. There are many people using the bus to go to work in the city or Blackpool or Blarney.</p> <p>Adding the Bessboro business park to the bus route is great but needs to go to Mahon Point/Jacobs Island due to the amount of workers in the area also and the bus needs to travel at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly.</p> <p>The new routes on South Douglas Road is 3, 3A, 3B, 7 & 8 along with route 1, 1A & 1B is to far for some of the residents on the Ballinlough Road to go to get the bus, along with a high change that they are full & not pick them up at all.</p> <p>New Route for Crosshaven/Myrtleville/Fountainstown is now going to be 40, 40A & 40B is going to be either twice an hour or once an hour along with having to get off at Carrigaline to change buses.</p> <p>The local residents of Crosshaven/Myrtleville/Fountainstown would find this quite annoying in terms of changing the bus, reduced times of the new routes, tourists will not be bothered to visit Camden Fort & the beaches.</p> <p>Blarney & Cloghroe both new timetables are quite shocking due to limited times & trying to get to & from work.</p>	<p>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.</p>
NTA-C9-2799	<p>Along with taking into account not removing the amount of trees to be removed</p>	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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</p>

Reference	Submission Statement	NTA Response
NTA-C9-2803	the amount of crime being committed on public transport is absolutely appalling. Nobody is safe now on a bus or a train because the transport authority choose to ignore that it's their responsibility to ensure that passengers can travel without being verbally or physically assaulted	This statement raises issues about crime and safety. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-2806	Over half the submissions already made (and in some areas over two thirds) , think this Plan is worse than what presently exists in the area. Surely this suggests the public are reasonably happy with the status quo and that the entire plan should be shelved.	The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork . The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional
NTA-C9-2806	I submit that there will be widespread significant negative Environmental Impacts on the neighbourhoods and on the individual property owners if this plan proceeds to construction. I do not see this matter being adequately addressed in the draft plan.	The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2806	I see no reference to an economic cost / benefit analysis in the plan. All aspects of a plan of this scale needs to be economically assessed under the rules and procedures of "The Public Spending Code" as set out by the Department of Public Expenditure and Reform published on the 8th May 2019.	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. 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 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 considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2813	Private enterprise is what pays all our wages and I think the private car owner should be looked after as a priority.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-2813	I think private transport is more important and you're proposals make life more difficult for the private car owner	The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork . The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers
NTA-C9-2814	I would recommend installing a couple of garbage cans along the bus routes and emptying them regularly. I find the "keep douglas clean" signs hypocritical.	This statement raises issues about litter. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-2830	There's no bus/cycle route towards Ballyvolane, where earlier this year planning permission was granted for 275 houses and 70 apartments as referenced here https://www.corkbeo.ie/news/local-news/huge-housing-development-corks-northside-23535287 How are the people living here and the surrounding area supposed to access the city without a car?	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.

Reference	Submission Statement	NTA Response
NTA-C9-2830	<p>I don't know how many people I've heard complain about how there is a lane there one minute and gone the next. This forces cyclists into public road traffic and puts both cyclists and motorists in danger.</p> <p>This article quotes that Ireland had the highest rise in cycling deaths in the EU between 2010-2020 https://www.irishtimes.com/news/environment/ireland-had-highest-rise-in-cycling-deaths-in-eu-in-nine-year-period-report-1.4159467</p> <p>The European Transport Safety Council states in the article 'sustainable modes of transport such as walking and cycling must be made safer not only to cut deaths and injuries but also to help the environment. It recommended better urban planning, 30km/h speed limits and other traffic calming measures.'</p>	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2830	<p>If the bus lane is not continuous from point A to point B, i.e. the bus needs to integrate into public road traffic in order to progress along the route, then this in my opinion is a major failure and disservice to what you are trying to achieve with sustainable traffic corridors.</p> <p>Not prioritising buses and the timeliness they need to have along their routes to be successful defeats the point in encouraging people to use public transport.</p> <p>I know much more people would be inclined to use buses if they were on time, myself included.</p>	<p>It is unlikely to be feasible or appropriate to provide bus lanes for the entire length of the STCs. Bus priority is proposed via bus lanes, bus gates and signalised controlled priority. A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. Signal Control Priority uses traffic signals to enable buses to get priority ahead of traffic where both buses and traffic are sharing the same lane, but it is only effective for short distances.</p>
NTA-C9-2830	<p>There is no proposed route to Glanmire yet it is also part of the city just like Ballincollig. Given the significant housing development going on there at the moment e.g. Ballinglanna (which has 608 new homes) and Richmond Rise it seems ridiculous not to have a bus/cycle lane going to Glanmire, otherwise you are forcing the people who live there to be car dependent to access the city.</p>	<p>The Sustainable Transport Corridors are proposed on the busiest routes into and out of the City Centre. Bus will continue to use other routes including to serve Glanmire and Ballinglanna.</p>
NTA-C9-2830	<p>I'm delighted that bus lanes and cycle facilities are being prioritised in Cork city</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2832	<p>Some parts of Cork city far from city centre are absolutely isolated. They either don't have access to public transport at all or have it very rare with the bus stops extremely far from home.</p> <p>I'm talking about areas behind Bishopstown (e.g. Ballinhassig), Ballincollig, Blarney, Glanmire, Little Island, etc. Nowadays any of these parts.</p> <p>Considering housing crisis the decision to improve bus routes scheme would be very efficient. In a sense that more people would be attracted to choose a house in Cork superb. As not everyone has a car/can drive.</p>	<p>This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.</p>
NTA-C9-2832	<p>I suggest to make bus routes from Cork to all the beaches around Cork: Kinsale, Crosshaven, Youghal, etc. Especially in summer.</p> <p>There's a bus Cork-Youghal already, but I suggest to make it every half an hour in summer months. As in hot days it is a real trouble to get into bus from Cork and from Youghal especially. No space in the bus and people have to wait for 2 or 3 hours to get a space in the following buses.</p> <p>There's also a bus to Crosshaven, but it doesn't go to any beach. Other beaches are simply unavailable for those who don't drive.</p> <p>This measure would help to improve ecological situation as well. As less people would be using cars hopefully.</p>	<p>This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.</p>

Reference	Submission Statement	NTA Response
NTA-C9-2840	Getting an expert from AMERICA to deal with bus routes. AMERICA is not a bus culture. Empty non environmentally friendly double decker buses driving around all day. Smaller buses more frequent makes more sense	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.
NTA-C9-2840	Why are the routes going to the city centre	These are the busiest routes where interventions will deliver the most benefit to passengers.
NTA-C9-2840	Taking away car spaces has proved disastrous in the city centre.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this
NTA-C9-2840	You would have started on a door to door basis or set up forums before all these books were printed (thousands of euro) websites made (thousands of euro) and these routes from Dublin and where ever else they were decided from. why are you not consulting with the OPW, School Networks and other bodies	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-2840	why wasn't the research done before all this was implemented	<p>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.</p> <p>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.</p> <p>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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2841	I would like you to improve all bus connections, especially the ones who link to working places, such as the Cork Airport Business Park, in the direction Cork to Kinsale and vice versa. Could it be possible to have more buses at peak working time, when people need to go to the office and at the end of work shifts when people need to go back to the city centre?	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.
NTA-C9-2842	Bus-stops should have shelters wherever possible. There are examples of bus shelters where footpaths are too narrow for a different design.	The BusConnects project involves the provision of new bus stops and shelters with better signage and information. As the project progresses bus shelter details will be developed. It is recognised that bus shelters are an important provision within the project.
NTA-C9-2842	On tree-lined avenues consideration should be given to putting the cycle- lane inside the tree line for cyclists turning left are they stopped from proceeding or can they have a flashing amber to look out for pedestrians wanting to continue straight on?	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2842	Contact with the Cork Cycling campaign & Pedestrian Cork should be sought about the junction design for Busconnects	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.

Reference	Submission Statement	NTA Response
NTA-C9-2842	it will be necessary to remove some trees, however it should be when no alternatives have been found	<p>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. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain 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</p>
NTA-C9-2842	Very supportive of the Busconnects project but understand that some property owners will be impacted	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2846	<p>Extend the 208 service to Ballincollig via the Curraheen Rd & turning right at the Maglin road to the town centre and back again.</p> <p>There has been massive growth in Ballincollig over the last 25 years, but there is no bus service between Bishopstown and Ballincollig to reflect this growth and interconnection.</p>	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.
NTA-C9-2846	While the provision of cycling infrastructure is welcome, there also needs to be consideration for other aspects of cycling infrastructure. In particular, secure and convenient parking facilities.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2846	<p>Signalised junctions are a huge health and safety concern</p> <p>Best practice would suggest that 'Dutch Style' roundabouts are the optimal solution to traffic, pedestrian and cyclist mobility and safety.</p> <p>The introduction of typically 12m width of carriage way will induce speeding at times of low traffic</p> <p>I would suggest the introduction of a 30km/hr speed limit that is monitored with permanent speed cameras.</p>	Junction design and proposal for speed limits will be developed as the project progresses.
NTA-C9-2847	How come the link to consult the national transport on your Bus networks leads nowhere repeatedly?	The BusConnects Cork Network Redesign public consultation was carried out in advance of this consultation and is now closed for submissions.
NTA-C9-2848	The STC has a bus lane in each direction. This is unnecessary.	It is not clear which STC is being referred too. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2848	The Bus Real Time information system, which is supposed to track the location of busses in real time and provide estimates of when they will arrive at various bus stops - Getting it working should be a top priority. it's quite easy to run busses in both directions at the same time. A simple display (or just a red/green light) would tell the driver of they need to wait at the stop for a bus coming in the other direction to pass.	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.
NTA-C9-2848	Bicycle lanes are a lovely idea. But having them right next to car and bus lanes is not It carries the risk of being hit by a motor vehicle. It's not safe for children to cycle a system of cycleways that is completely separate from the road network would be the way to go, and one that future generations would thank us for	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2848	If the STC concept has never been proven elsewhere, are we really prepared to permanently change our city	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak.
NTA-C9-2869	I object to the bus connects plans	Noted

Reference	Submission Statement	NTA Response
NTA-C9-2876	What really surprises me is that nobody from busconnects used a drone or a computerised model to see if this would work. Show us it working ? It's 2022 surely some tech savvy person would come up with a working virtual model? Anyone with a bit of sense if they came out and walked around would see this plan cannot work.	The potential impact of the scheme will be detailed 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 considered by An Bord Pleanála in their assessment of the scheme. The 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 is anticipated the project will reduce pollution and ease congestion.
NTA-C9-2879	Route 202 (current), Route 4 (future) I am a regular user of R202/202A. The service is very good except for some non-delivery on timetables and usually at predictable times such as early Sat evening. 2. The original proposal was that the new Route 4 would terminate at Kent Station. I understand that it will now serve Lenaghmore so is a much longer route. Is this longer route likely to cause more delays/disruption to timetable delivery? 3. Route 11 (future) stops There are currently only one bus stop outbound on the Blackrock Road between Ballintemple Village and Church Rd., and none inbound, as the service on this route (current 212) is relatively recent. I assume this will be addressed?	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.
NTA-C9-2915	Objection to the suggestion of removing a vast amount of trees on all corridors!	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2929	Cork and its suburbs is a very hilly city and the proposed 112Km of cycle lanes will tempt very few people to use them, particularly during the long wet cold weather.	Ebikes are increasing in popularity and greatly assist the challenge posed by Cork's topography. The weather in Cork is similar to other cities that have large numbers cycling everyday.
NTA-C9-2955	All bus shelters must be covered from the elements	The BusConnects project involves the provision of new bus stops and shelters with better signage and information. As the project progresses bus shelter details will be developed. It is recognised that bus shelters are an important provision within
NTA-C9-2955	All trees cut must be replaced and we should be planting more	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. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any 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
NTA-C9-2955	we need to plan with schools to manage the traffic in certain areas including Wellington Road and Gardiners Hill/ Dillons Cross.	Noted.
NTA-C9-2955	I must stress the need for ongoing engagement. We need more community forums.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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

Reference	Submission Statement	NTA Response
NTA-C9-2955	we need more data or a full traffic survey on all proposed bus gate locations.	<p>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.</p> <p>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.</p> <p>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 considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2960	. Everyone gets a bike allowance - grants to be given for pedal bikes, ebikes, messenger bikes, everything on 2/3 wheels is covered. Have bike lanes that can take two bikes side by side so that faster cyclists can pass out easily. And have them continuous and protected.	This statement proposae a grant be given for bikes. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors. Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2960	Get rid of all private cars from the city. I think people will be less resistant to road widening if it does not result in a four-lane highway where once there was a pleasant tree-lined road.	This non-statutory public consultation was undertaken 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. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including
NTA-C9-2960	Why are they saying you can drive cars on the road but you can't park them anywhere? Build car parks (attractive ones, with roof-top farms and water features) in various locations for car owners to have their cars	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2960	If the footpaths are widened, benches put in and a LOT more trees planted (the current plans show far (!) more red trees than green ones), with flower beds, green patches, space basically, then this would be a lovely streetscape.	Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.
NTA-C9-2961	It must be noted that we cannot support the plans in their present format based on the significant and excessive impact that is proposed on individuals' homes and businesses properties.	<p>Based on the submissions made to the public consultation process and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p> <p>The potential impact of the scheme will be detailed 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. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. 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</p>
NTA-C9-2961	The plans also fail to take in to account the community connectivity and fabric of the city that is required to allow families, elderly and businesses to function.	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. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

Reference	Submission Statement	NTA Response
NTA-C9-2961	The roll out of this scheme and the quality of the information and detail available, particularly to those impacted, has been appalling. It has now led to an atmosphere of distrust and significant work will be required to build up the trust that will be required if any changes can go ahead.	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 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. 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. 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
NTA-C9-2968	The "real-time" bus indicators installed at some stops are essentially just a digital display of the aspired to timetable – they bear little or no relation to what buses may actually arrive in the immediate future. The reliability and frequency of service are issues that can be addressed relatively easily with the necessary investment.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2974	older people have been completely ignored in these plans. Everything is online and it will make it impossible for older people to get around. Feels as though the programme is designed to lock older people in their homes as it will be impossible for them to get around as they may find it difficult to walk from one bus stop to another and they cannot cycle everywhere.	This non-statutory public consultation was undertaken 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. We held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. 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

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