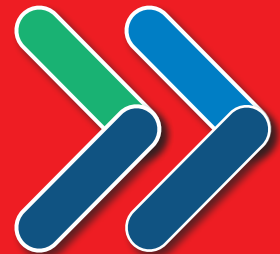




Ballincollig to City

Sustainable Transport Corridor

Emerging Preferred Route - Public Consultation Report
June 2022 - Oct 2022 (DRAFT)



Rialtas
na hÉireann
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2040

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

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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 cycle 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 E which runs from Ballincollig 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 website 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 BusConnects Sustainable Transport Corridor Project ran from the 30th June 2022 until the 3rd October 2022. The emerging preferred routes within this consultation have been listed below;

- A. Dunkettle to City;
- B. Mayfield to City;
- C. Blackpool to City;
- D. Hollyhill to City;
- E. Ballincollig to City;**
- F. Bishopstown to City;
- G. Togher City to;
- H. Airport Road to City;
- I. Maryborough to City;
- J. Mahon to City;
- 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 Ballincollig to City route designated as Sustainable Transport Corridor E.

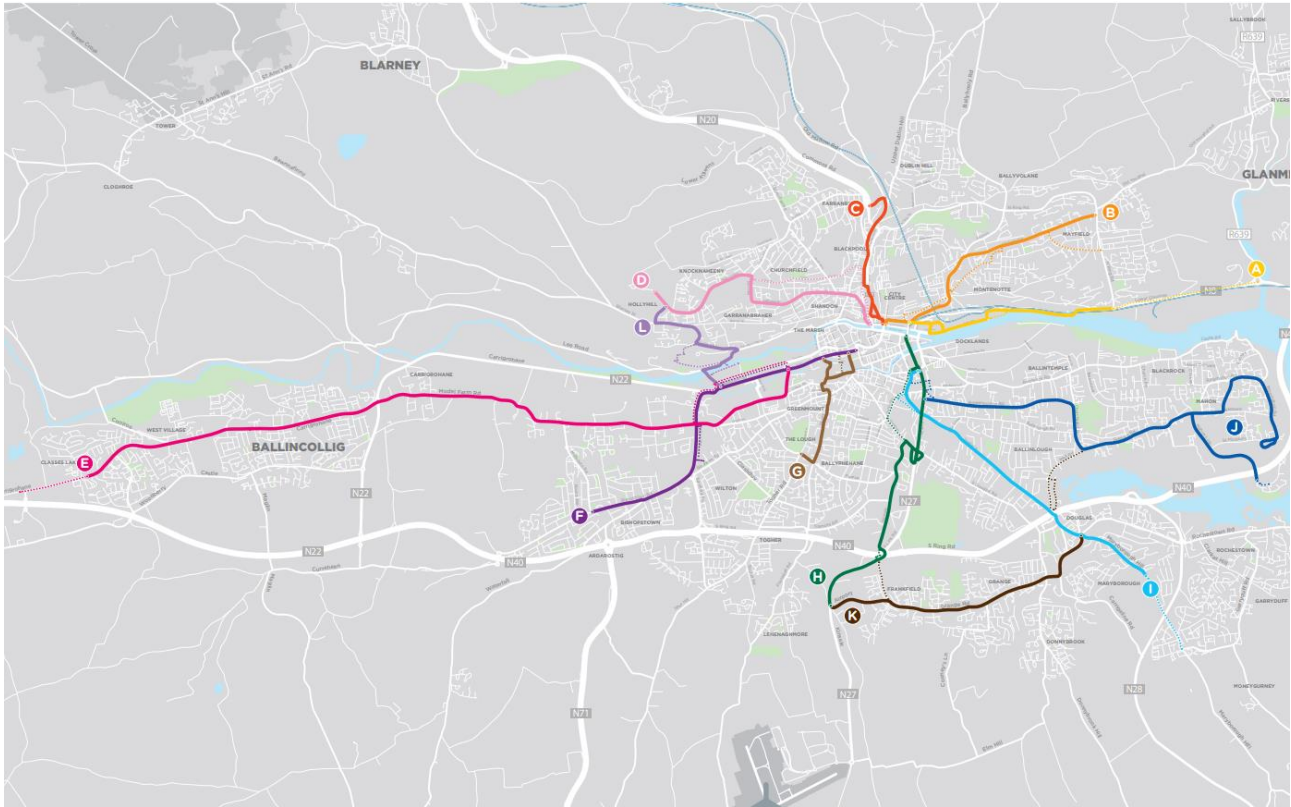


Figure 1: Radial Sustainable Transport Corridors Emerging Preferred Routes.

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:

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

1.5 Submissions Received

There were 437 submissions received relating to the Ballincollig to City Sustainable Transport Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses. In addition to this, 474 submissions were also received that referred to multiple sustainable transport corridors.

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. Vulnerable Road User Safety;
2. Traffic Disruption due to Traffic Diversions / Increased Traffic;
3. Proposed Land Acquisition;
4. Removal of Trees;
5. Access to Property;
6. Supportive of Scheme;
7. Loss of Parking;
8. Devaluation of Property;
9. Inadequacies in Consultation Process;
10. Alternative Solutions;
11. Increased Air and Noise Pollution;
12. Bus Network / Infrastructure;
13. Business and Retail Impact; and
14. Miscellaneous Issues.

2. Introduction

Consultation on the Ballincollig to City Sustainable Transport Corridor Emerging Preferred Route ran for a period of thirteen weeks, between the 30th June 2022 and the 03rd 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:

- Oriel House Hotel, Ballincollig, Cork, Tuesday 19th July 2022
- Oriel House Hotel, Ballincollig, Cork, Tuesday 20th July 2022

A Community Forum Event was held at the following location:

- UCC Boole Basement, Thursday 15th 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 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. 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>.

3. Issues Raised in the Submissions

The review of the submissions commenced in October 2022 once the consultation period had closed. The National Transport Authority (NTA) received 437 submissions for the Ballincollig to City emerging preferred route, from 30th June 2022 and the 03rd 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 or submitted on the day of the public consultation event.

All 437 of the submissions received by the NTA were reviewed, along with the 474 general submissions. The issues raised were categorised, summarised and analysed. A total of 14 main issues were identified during this review process.

Table 1: Frequency of Issues raised through the Submissions.

Theme	Frequency of Comments
Vulnerable Road User Safety	76
Traffic Disruption due to Traffic Diversions / Increased Traffic	292
Proposed Land Acquisition	171
Removal of Trees	184
Access to Property	72
Supportive of Scheme	69
Loss of Parking	118
Devaluation of Property	60
Inadequacies in Consultation Process	81
Alternative Solutions	213
Increased Air and Noise Pollution	72
Bus Network / Infrastructure	94
Business and Retail Impact	83
Miscellaneous	61
General Submissions Relating to Multiple Corridors	474

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

4. Summary of The Main Issues Raised

This section identifies the key issues raised in the public consultation process. The NTA have established the validity of the concerns, the potential consequences for the STC scheme, and have determined how best to address the issue and /or mitigate the impact.

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

1. Vulnerable Road User Safety;
2. Traffic Disruption due to Traffic Diversions / Increased Traffic;
3. Proposed Land Acquisition;
4. Removal of Trees;
5. Access to Property;
6. Supportive of Scheme;
7. Loss of Parking;
8. Devaluation of Property;
9. Inadequacies in Consultation Process;
10. Alternative Solutions;
11. Increased Air and Noise Pollution;
12. Bus Network / Infrastructure;
13. Business and Retail Impact; and
14. Miscellaneous Issues

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

4.1 Issue 1: Vulnerable Road User Safety

A number of submissions raised concerns for vulnerable road users, in particular cyclists and pedestrians. Many of these were related to residents reversing out of their driveways onto the main road across a cycle track and a bus lane to access the central lane designated for cars.

Many residents raised concerns for the pedestrian and cyclist safety in the vicinity of Coláiste Choilm and Mount Mercy College schools. These submissions stated that student drop off would now be more difficult as passengers would to exit the vehicle into a bus lane or cycle track.

A number of submissions requested the consideration of additional design features to prevent illegal parking in cycle tracks, particularly in the vicinity of Coláiste Choilm and Mount Mercy, where it was suggested that cycle tracks would be used as set down during school drop-off and pick-ups.

A number of submissions expressed concerns that widening the road would lead to increased speeding of vehicles on the route and reduced safety for pedestrians and cyclists.

Concerns were raised that the diversion of traffic around Ballincollig due to the proposed bus gate would lead to increased volumes of traffic on roads with high footfall. There were particular concerns stated for the potential increase in vehicle movements on Harrington Street and the impact this would have on pedestrian safety around the funeral home. Concerns were also raised in relation to potential increases traffic volumes on the Old Fort Road and the potential for reduced safety of people walking and cycling to Ballincollig GAA club.

NTA Response to Issue 1

Vulnerable road user safety has been a primary driver for the Preferred Route Option (PRO) scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for all road users but in particular pedestrians and cyclists. These measures include:

- provision of new and upgraded signalised pedestrian and cycle crossing facilities along the route to include tactile paving;
- new mid-block pedestrian crossings in appropriate locations including at bus stop locations;
- increased footpath widths in some locations where widths are currently substandard;
- segregated cycle facilities where practicable;
- addition of tactile paving at all uncontrolled crossing points;
- careful consideration of interaction of cycle facilities with bus stops. Design details have been developed in collaboration with disability groups.

With specific reference to the concerns raised above, the bus gate is no longer proposed in Ballincollig meaning that significant traffic diversions are not expected in the village.

With regard to parking in cycle tracks, this is an enforcement matter for An Garda Síochána. Additional measures such as camera enforcement, which may be adopted to enforce compliance with bus lanes and traffic restrictions, may also be considered in some locations to discourage parking in cycle tracks.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

4.2 Issue 2: Traffic disruption due to Traffic Diversions / Increased Traffic

A number of submissions raised concerns that the proposed sustainable transport corridor has not considered the wider implications on traffic movements in Ballincollig. Concerns were raised about the removal of right turn lanes at Coolroe Heights, Avon Court Estate, Willow Grove, West Court Heights, and The Avenue. Concerns were also raised in relation to the impact of traffic diversions on surrounding roads, feeling it would lead to increased congestion and emissions from stalled vehicles.

A large number of submissions raised concern about the proposed bus gate in Ballincollig and that the traffic diversions would lead to potential for increased traffic volumes on nearby residential estates.

A number of submissions were received raising concerns over the proposed changes at the Poulavone Roundabout, with many concerned that converting the roundabout to a signalised junction would lead to increased congestion.

NTA Response to Issue 2

Following a review of the submissions received and further analysis, a number of sections along the route have been amended as part of the design development, and a key outcome of many of these design interventions are revised traffic management proposals. Within the PRO proposal, amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- To facilitate the proposed scheme it is necessary to reallocate road space to bus and cycle infrastructure. In some places this means the removal of existing right turn pockets into side roads such as Coolroe Heights. While this may delay traffic intermittently, it is not intended to prohibit these movements and traffic will still be able to get into and out of these roads as per the current arrangement.
- The proposed bus gate in Ballincollig no longer forms part of the proposals and as such the current traffic regime will be retained.
- Model Farm Road remains the preferred routing for the STC as it provides the most direct connection from Ballincollig to the city centre, while also serving major catchments such as MTU, Boston Scientific and many other residential and employment centres. However, the proposal has been revised to overcome potential engineering issues with level differences between the road and adjacent properties. The revised proposal introduces a peak hour bus gate along Model Farm Road west of Inchigaggin Lane. In order to accommodate rerouting traffic, it is proposed to provide a new road link between Model Farm Road and Carrigrohane Road.

These proposed traffic management measures, 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 through commuter traffic. A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy) will be developed to manage traffic on the road network including measures to mitigate impacts of traffic rerouting onto residential streets.

The precise 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 to be undertaken as part of the Environmental Impact Assessment (EIA) process, with appropriate treatment and or mitigation measures provided where necessary.

4.3 Issue 3: Proposed Land Acquisition

Many residents were concerned about the extent of land acquisition required to deliver the scheme. Particular concerns included the possible loss of aesthetic amenity, reduction in driveways and parking areas, reduction in property value, reduction in safe access, privacy and security, and potential impacts on boundaries.

A number of residents expressed opinions that the acquisition of private land to provide cycle tracks was excessive and unnecessary, suggesting that there would not be any significant usage in cycle tracks due to the gradient and weather conditions. Some residents also expressed the opinion that the proposed footpath width was excessive in some areas and suggested that there are no issues with the existing conditions.

Concerns were raised that the proposed land acquisition and widening of the corridor of the R608 in the vicinity of Westcliffe would result in the undermining of the wall and foundations, also impacting significantly on roadside trees, hedges and planting.

Concerns were raised that land acquisition on the Model Farm Road could result in gradients that impact accessibility to and from the property.

NTA response to Issue 3

Following a review of the submissions received and further analysis, a number of sections along the route have been amended as part of the design development, many of which reduce or remove the impact on adjacent properties. Within the PRO proposal, amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- The inbound bus lane on approach to Inniscarra Road has been curtailed by c. 100m which removes the requirement for land acquisition from a number of properties.
- The outbound bus lane on the R608 between just west of Old Fort Road and Innismore Court is no longer proposed which would remove the requirement for land take from a number of properties.
- To the east of Ballincollig Town Centre an inbound bus lane (towards Cork City) was previously proposed between Old Fort Road (East) and Coláiste Choilm, with signal controlled priority proposed where the bus lane merges with general traffic. This section of bus lane is no longer proposed which results in a reduced requirement for land take in this area.
- The outbound bus lane between Whitethorn Drive and Leo Murphy Road has been curtailed which reduces impact on some properties in this area.
- In the outbound direction (towards Ballincollig) a short section of bus lane is proposed between Poulavone and the east of Daffodil Fields, with signal controlled priority where the bus lane terminates. The length of this bus lane has been reduced which reduces the impact on adjacent properties.
- Model Farm Road remains the preferred routing for the STC as it provides the most direct connection from Ballincollig to the city centre, while also serving major catchments such as MTU, Boston Scientific and many other residential and employment centres. However, the proposal has been revised to overcome potential engineering issues with level differences between the road and adjacent properties. The revised proposal introduces a peak hour bus gate along Model Farm Road west of Inchigaggin Lane. This proposal significantly reduces the extent of land take required along Model Farm Road.
- The proposals at the Model Farm Road/Farranlea Park/Bishopstown Avenue junction have been revised which reduces the extent of land take required from adjacent properties in this area.

It is noted that CPO is only proposed where it is considered absolutely necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses.

In total, the PRO proposals have reduced the number of properties impacted by approximately 70 properties and reduced the extent of impact on approximately 95 properties.

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 assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls.

4.4 Issue 4: Removal of Trees

A number of submissions raised concerns that the removal of trees might negatively impact air quality, increase noise pollution and detract from the visual amenity of the area.

Some submissions noted concerns about the impact of the proposals on the environment in general. Many were concerned about the impact that the removal of trees would have on wildlife in the area.

A number of submissions raised concerns over the loss of privacy and shelter due to the proposed removal of trees and shrubbery along property boundaries.

Concerns were also raised that replacement trees might not compensate for the removal of the mature trees due to older trees being able to absorb more carbon dioxide.

NTA response to Issue 4

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.

At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.

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 many of these design interventions is the retention of a significant number of existing trees which were previously identified for removal. The revised design proposals have resulted in the number of potentially impacted trees being reduced from approximately 370 to 295 largely due to a reduction in widening as detailed in response to Issue 3.

The potential impacts of the proposed scheme will be fully assessed 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 its assessment of the scheme.

4.5 Issue 5: Access to property

Residents raised concerns over potential safety issues when accessing and egressing their property due to conditions such as possible increased traffic speeds, traffic volumes and the need to traverse a bus lane, cycle track and footpath to enter and exit their properties. It was stated that these risks could create an unsafe environment for pedestrians and cyclists.

Many residents were concerned that the possible loss of driveways and on-street parking could make it even more difficult to access their property. Some residents stated that the loss of driveway space could potentially impair residents being able to turn in their driveway to face out, and that they would have to reverse onto the road. It was stated that this could reduce their own safety and the safety of pedestrians, cyclists and other road users.

A number of submissions raised concerns that the proposals would potentially increase the gradient of their driveway making it more difficult to access their property.

NTA Response to Issue 5

The impact on property boundaries has been assessed further in terms of how it may affect access arrangements to properties, particularly where stepped access or steep driveways might be affected. The PRO proposal on Model Farm Road no longer proposes bus lanes thereby significantly reducing the land take required and mitigating the impact on steep driveways.

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.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

4.6 Issue 6: Supportive of the Scheme

A number of submissions noted support for the scheme. Some of the specific items supported include:

- General support was noted for measures which prioritised the movement of buses, cyclists and pedestrians, even if this results in impacts on the movement of cars. Specifically, support was noted for the use of bus gates, the reduction in car parking numbers, the proposed redesign of the Poulavone Roundabout to a signalised junction, the proposed changes to the Inchigaggin Lane area and the provision of toucan crossings. A number of submissions included suggestions for use of these measures in other locations along the route;
- General support was received for the attempts to significantly improve pedestrian and cycle facilities. In particular support was noted on the implementation of island bus stops and improved segregation for cyclists generally.

NTA Response to Issue 6

The NTA welcomes this positive feedback and support. 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.

4.7 Issue 7: Loss of parking

Local business owners and community members, particularly in Ballincollig, were concerned that the reduction of public on-street car parking spaces may negatively impact businesses and the vibrancy of the village. Further concerns were raised that the removal of on street parking would have negative implications for those with accessibility issues who rely on these parking spaces to access business and retail on Main Street.

It was also noted that the reduction in public and private parking in the area might discourage people from visiting these areas which could have an impact on the community's standard of living.

Concerns were also raised over the potential loss of private parking spaces, due to the proposed acquisition of land. Most of these concerns were raised by local residents and landowners who were directly impacted by the acquisition of land on Model Farm Road.

NTA Response to Issue 7

The impact on public parking and loading, particularly within village centre areas, has been reviewed and the PRO proposes to minimise and/or mitigate the impact on local business owners and community members.

The PRO proposal has significantly reduced the impact on parking in Ballincollig Village through the retention of more on-street parking bays. This has reduced the potential number of spaces to be removed in the village to 12 spaces. Overall, STC E would now require the removal of only 20 on-street car parking spaces.

Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.

It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this scheme.

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 assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls.

The potential impacts of the proposed scheme will be assessed as part of the 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 its assessment of the scheme.

4.8 Issue 8: Devaluation of property

A number of submissions raised concerns about the impacts that land acquisition could have on property including the potential increase in noise levels, reduced aesthetic value (removal of hedges and shortening of gardens), reduction of driveway length (and parking space), removal of safe access to property, reduction of privacy and security (hedge removal & reduction in distance from the public road). It was stated that these potential impacts may reduce the value of their property.

Other residents were concerned that proposals may indirectly impact the value of their homes as a result of vehicle restrictions, possible increase of traffic volumes on residential roads, potential loss of parking, potential loss of trees etc.

A number of submissions also raised concerns over potential subsidence issues being exacerbated by the proposed scheme.

NTA Response to Issue 8

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 assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls.

The potential impacts of the proposed scheme will be fully quantified as part of the 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.

With regard to concerns around potential subsidence, geotechnical studies will be undertaken at the next design stage to assess the ground conditions along the route and eliminate the possibility of subsidence.

In total, the PRO proposals have reduced the number of properties impacted by approximately 70 properties and reduced the extent of impact on approximately 95 properties.

4.9 Issue 9: Inadequacies in Consultation Process

A number of submissions expressed disappointment with the timing of the Public Consultation process, stating that it was inappropriate to conduct the public consultation in the summer months.

A number of submissions offered an opinion that local residents were not considered in the design process. Many residents also suggested that they should have been directly notified of the plans for the area regardless of whether their property was being directly impacted or not.

Residents were concerned that there was not enough baseline data collected before the design of the bus corridor. Residents were disappointed that environmental, cost/benefit, social, economic, safety, traffic, heritage or conservation studies had not yet been undertaken.

NTA Response to Issue 9

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 437 submissions, while overall 2,982 submissions were received. In addition, there has been one Community Forum which was held in the UCC Boole Basement and a public information event that was held over two days in the Oriel House Hotel in Ballincollig. 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.

While site visits and on-site measurements have been undertaken in developing the design at this stage, 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.

4.10 Issue 10: Alternative Solutions

Many submissions suggested that the provision of a new park and ride facility at the start of the Ballincollig scheme would improve the use of public transport to the city and reduce the need for road widening. Submissions stated that this would be a more cost effective solution which reduces impacts on residents along the route.

Many of these submissions suggested that the N22 Carrigrohane Road would be a more suitable alternative cycling route than Model Farm Road, raising concerns over the extent of widening required to achieve the proposal on Model Farm Road.

A number of submissions suggested the provision of a singular central bus lane which would alternate between the inbound and outbound direction during peak times. It was stated that this would reduce the need for land acquisition.

A number of submissions suggested a preference for a direct route to the city along the N22 Carrigrohane Road for buses, which would reduce the impacts of the proposed scheme on the Model Farm Road. Some submissions also suggested that cross-city traffic should be re-directed away from Model Farm Road and onto the N22 Carrigrohane Road.

A number of submissions suggested the provision of designated set down areas in the vicinity of schools along the route, stating that congestion issues along the route only occur during school hours and are largely caused by inadequate facilities for pick up and drop off

A number of submissions queried the strategy for future light rail services along this route, with some submissions suggesting this would be a more preferential and attractive solution.

NTA Response to Issue 10

Following a review of the public consultation submissions, the scheme was reviewed to see if alternative solutions could be adopted along the route that would address the issues raised and still meet the objectives of the scheme. This included consideration of options suggested by the public during the consultation. A summary of the main changes made are listed below:

- Inbound bus lane on approach to Inniscarra Road has been curtailed by c. 100m which removes the requirement for land acquisition from a number of properties.
- The outbound bus lane on the R608 between just west of Old Fort Road and Innismore Court is no longer proposed which would remove the requirement for land take from a number of properties.
- The proposed bus gate in Ballincollig no longer forms part of the proposals and as such the current traffic regime will be retained.
- To the east of Ballincollig Town Centre an inbound bus lane (towards Cork City) was previously proposed between Old Fort Road (East) and Coláiste Choilm, with signal controlled priority proposed where the bus lane merges with general traffic. This section of bus lane is no longer proposed which results in a reduced requirement for land take in this area.
- The outbound bus lane between Whitethorn Drive and Leo Murphy Road has been curtailed which reduces impact on some properties in this area.
- In the outbound direction (towards Ballincollig) a short section of bus lane is proposed between Poulavone and the east of Daffodil Fields, with signal controlled priority where the bus lane terminates. The length of this bus lane has been reduced which reduces the impact on adjacent properties.
- Model Farm Road remains the preferred routing for the STC as it provides the most direct connection from Ballincollig to the city centre for both buses and cyclists, while also serving major catchments such as MTU, Boston Scientific and many other residential and employment centres. However, the proposal has been revised to overcome potential engineering issues with level differences between the road and adjacent properties. The revised proposal introduces a peak hour bus gate along Model Farm Road west of Inchigaggin Lane. This proposal significantly reduces the extent of land take required along Model Farm Road.
- In order to accommodate rerouting traffic from Model Farm Road as a result of the bus gate, it is proposed to provide a new road link between Model Farm Road and Carrigrohane Road.
- The proposals at the Model Farm Road/Farranlea Park/Bishopstown Avenue junction have been revised which reduces the extent of land take required from adjacent properties in this area.

In relation to park and ride facilities and orbital bus routes, these are being explored as part of the overall BusConnects programme. These would complement the proposals for Sustainable Transport Corridors.

4.11 Issue 11: Increased Air and Noise Pollution

Many submissions raised concerns that potential increased traffic levels might result in higher levels of noise pollution. Concerns were also raised that the proposed removal of trees and walls along the corridor could possibly increase noise levels due to their function as a natural sound barrier.

A number of submissions raised concerns over the potential increase in air pollution from stalled vehicles and traffic congestion.

Residents were also concerned that the possible reduction of garden/driveway space would bring traffic closer to their property thereby resulting in increased noise levels. Concerns were also raised that this would lead to a potential increase in light pollution with vehicles and street lights now closer to properties.

Concerns were also raised about the noise generated from the proposed pedestrian crossings.

Some residents were also concerned for the noise level and vibrations caused during the construction stage.

NTA Response to Issue 11

The potential environmental impacts of the scheme, including Air Quality and Noise impacts, will be detailed as part of the 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 noise generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

4.12 Issue 12: Bus Network / Infrastructure

A number of submissions raised concerns over the policing and enforcement of bus gates, bus lanes and cycle tracks to ensure that they are not used by unauthorised vehicles. Some submissions suggested the use of CCTV cameras to automatically enforce the use of bus lanes. Physical protection, such as bollards, were also suggested to ensure bus priority is not impacted by pick up and drop off activity at the roadside.

A number of submissions raised concerns in relation to the need for the scheme, stating that the existing road are sufficiently wide and that there is no considerable traffic congestion along the route that impedes the movement of buses.

Some submissions stated that the proposed bus network does not appear to link Ballincollig with Cork University Hospital.

A number of submissions raised concerns around some bus stop locations. Some submissions were concerned that moving bus stop locations would result in further distances between stops. Some submissions also expressed concerns for the removal of specific bus stops. A small number of submissions objected to the proposed location of bus stops close to properties stating it would lead to an increase in antisocial behaviour.

NTA Response to Issue 12

With regard to policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.

With regard to bus stops, 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 services. 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.

In relation to comments made on the bus network, the 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.

4.13 Issue 13: Business and Retail Impact

Local business owners and community members, particularly in Ballincollig, were concerned that the reduction of public on-street car parking spaces may negatively impact businesses. Concerns were raised that the lack on street parking availability would result in visitors bypassing Ballincollig and shopping elsewhere.

A number of local business owners and community members expressed concerns that the proposed bus gate in Ballincollig would impact the flow of traffic through the town, resulting in congestion issues and lack of accessibility to business and retail in the town. Concerns were raised that diverting traffic away from Main Street would negatively impact upon traders in the town.

NTA Response to Issue 13

The proposed bus gate in Ballincollig no longer forms part of the proposals and as such the current traffic regime will be retained.

The PRO proposal has significantly reduced the impact on parking Ballincollig Village through the retention of more on-street parking bays. This has reduced the potential number of spaces to be removed in the village to 12 spaces. Overall, STC E would now require the removal of only 20 on-street car parking spaces.

It is considered that these revised proposals will have limited impact on local businesses.

4.14 Issue 14: Miscellaneous Issues

Some residents raised concerns over the loss of character and heritage along the route, and particularly on properties listed on the National Inventory of Architectural Heritage (NIAH). It was stated that land acquisition would adversely impact the NIAH properties with the removal of limestone pillars, stone walls, gardens and trees.

A number of submissions raised concerns that the proposed sustainable transport corridor has given little to no consideration to elderly or disabled people.

NTA Response to Issue 14

The potential impacts of the proposed scheme will be fully assessed as part of the 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 its assessment of the scheme.

It is noted that the design is fully compliant with relevant design standards and ensure an inclusive design philosophy has been adopted for all elements of the proposed scheme. This includes:

- provision of new and upgraded signalised pedestrian and cycle crossing facilities along the route to include tactile paving;
- new mid-block pedestrian crossings in appropriate locations including at bus stop locations;
- increased footpath widths in some locations where widths are currently substandard.
- addition of tactile paving at all uncontrolled crossing points;
- careful consideration of interaction of cycle facilities with bus stops. Design details have been developed in collaboration with disability groups.

DRAFT

Appendix A

Responses to Submissions on STC E

DRAFT

Submission Reference	Statement	NTA Response
NTA-C9-11	Will not be using the bus as it is at least an hour walk uphill (a busy hill without footpaths) to home whilst carrying a laptop etc.	This comment is noted
NTA-C9-11	Use Black Ash Park and Ride as work in the city. Would take the Ballincollig bus (as would many neighbours) if there was an adequate (i.e enough spaces every day) Park and Ride at the start of the Ballincollig (current 220) route at the bottom of Windsor hill.	Please refer to Section 4.10
NTA-C9-17	Is Model Farm Road really the optimal routing for this corridor? Road is narrow, overly congested as it is, and ill-suited for anything else except motor traffic due to its steep gradients and tight bends The rerouting around Eden Hall, as well as the replacement of the existing bridge over the Curraheen River by one more suited to current levels of traffic will be as much of a benefit for cyclists as it will be for regular traffic and buses! Rat running along Inchigaggin Lane is a real problem and lack of traffic control at any intersection with Model Farm Road will turn that particular area into a death trap again!	Please refer to Section 4.10
NTA-C9-17	How will cycle tracks be protected at intersections? Will kerbs be raised or those areas protected with bollards? Why are cycle lanes being narrowed around bus stops? What measures will be put in place to protect cycle lanes? A simple raised kerb will not be enough as local motorists seemingly feel entitled to park wherever they like? Additional measures need to be taken to ensure the availability of bus and cycle lanes outside of Coláiste Choilm.	Please refer to Section 4.1
NTA-C9-17	How will town centre bus gate be protected? Are there any plans to equip these with bollards or barriers? What measures are being undertaken to police bus lanes and ensure that they are not used or blocked by unauthorised vehicles? Will buses and/or bus stops be equipped with CCTV cameras to prevent/penalise unauthorised use or blockage of bus lanes? Additional physical protections will be required outside the entrance to Mount Mercy College on Model Farm Road to ensure bus priority even during the school rush. As with Ballincollig, are bollards or other measures planned to ensure that the College Road bus gate is truly only accessible to authorised vehicles?	Please refer to Section 4.12
NTA-C9-20	I would like, in STC E (Ballincollig to city), map8, could a pedestrian crossing be added at the intersection of Flynn's road. Intersection is too wide for people to cross with the speed of the speed that cars can enter this junction owing to the design. Often the disabled, children and vulnerable users struggle to cross with cars approaching from so many directions. A pedestrian crossing would assist in this regard.	Please refer to Section 4.10
NTA-C9-20	Welcome the BusConnects plan, its ambition is good and hope to see it being built soon.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-65	At the Eastern side of Ballincollig there are existing bicycle lanes heading towards Cork City along the Carrigrohane Road - the N22. This is a very substantial roadway with ample capacity for bus lanes and bicycle lanes etc. The route along Model Farm Road is unsuitable for bicycle lanes in that it is narrow, has steep inclines and to widen the roadway will interfere with an inordinate number of private properties. If it is necessary to link the existing cycle lanes on the N22 with the R608 this can be done at Inchigaggin Lane with much less impact on private property and is a far more desirable cycle route as it avoids the steep inclines from the Junction at Inchigaggin Lane and the R608 to Poulavone Roundabout at the Eastern side of Ballincollig.	Please refer to Section 4.10
NTA-C9-65	Under the proposed route it is proposed to acquire a portion of the front garden in order to accommodate bus and cycle lanes etc This will result in the dwelling being inordinately close to the roadway with the resultant devaluation and loss of amenity	Please refer to Section 4.3
NTA-C9-136	By proposing a CPO on the parking area for this Shopping Centre you will place the owner in breach of signed commercial leases with International companies whereby this parking was allocated as part of the Leases. This will result in these companies terminating their lease and result in an empty shopping centre	Please refer to Section 4.3
NTA-C9-183	Why are you trying to take private property and ruin 10 private properties when there is a public school with huge frontage and space and derelict land opposite these homes. This will definitely end up in every court if you try to force CPO's.	Please refer to Section 4.3
NTA-C9-194	<p>Some comments I would like to have considered at detailed design phase.</p> <p>Consideration given to barriers (preferable not plastic bollards) outside businesses to prevent Delivery drivers temporarily parking for pickup/ delivery. Also, consideration for loading bays for said businesses where there is currently none.</p> <p>Aside for the above, the bike lanes should avoid the use of bollards as they diminish the street scape and the cycling experience.</p> <p>Consider tie into existing cycle ways, eg Curragheen loop.</p> <p>Left turn traffic lights for bikes, staying within the bike lane.</p> <p>Can the bus at Victoria Cross stay in lane as it transverses the skew bridge?</p> <p>Traffic enforcement is lacking or non-existent and likely outside the remit of this project but existing culture will somewhat negate the benefits of this scheme. In tangent, can a 3-5 yr advertising campaign to change car parking culture, be included. This should also include cycling and walking as well. Perhaps a way for the public to notified the traffic garda of cars parked in bus/bike lane or footpaths. This is particularly exacerbated outside schools.</p> <p>Also, a campaign to help car passengers look for cyclist, eg the "Dutch reach" campaign. I have cycling into a few open car doors over the years.</p> <p>Pedestrian crossing wait times can be overly long and green walk times too short for less able bodied people. More important at key junctions (say Dennehy Cross)</p>	These items may be explored at the next design stage. Please refer to Section 4.10
NTA-C9-194	I am delighted to see a comprehensive scheme that segregates all modes (walking, cycling, public and private transport). I think the plans are ambitious and can hopefully surmount the likely challenges.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-207	removal of trees, placement of lines of bollards, removal of existing roundabout, and the removal of an existing pedestrian crossing affect the visual aesthetic of Coolroe Meadows	The comments made do not relate to the BusConnects proposals but rather the Coolroe Meadows Active Travel Scheme
NTA-C9-207	removal of mature trees which is a significant issue noting existing wider environmental concerns.	Please refer to Section 4.4
NTA-C9-207	removal of trees, placement of lines of bollards, removal of existing roundabout, and the removal of an existing pedestrian crossing. These changes would have a significant negative effect on the safety and wellbeing of residents of Coolroe Meadows	The comments made do not relate to the BusConnects proposals but rather the Coolroe Meadows Active Travel Scheme
NTA-C9-224	I would propose a single bus lane in the centre to be use for busses only when there is slow traffic in either direction or alternatively could have direction designated by time of day Access and exit to the bus stops for busses would be controlled by Yellow boxes	Please refer to Section 4.10
NTA-C9-224	East Ballincollig to city. Maps 6, 7, 8 and 9 I note the lack of bus stops on this particular section and the placement of those there do not make sense when you consider potential users	Please refer to Section 4.12
NTA-C9-224	I would also propose a single cycle lane wider than currently proposed but accomodating cyclists travelling both directions	Please refer to Section 4.10
NTA-C9-267	there seems to be an excessive intrusion into the private property going as much as 4 meters into their respective gardens, while there seems to be an excessively large footpath on the south side.	Please refer to Section 4.3
NTA-C9-279	The moving of the bus stops will hinder as opposed to benefit bus users as it will result in further distances to walk for residence between the stops.	Please refer to Section 4.12
NTA-C9-279	The road between flynn's road junction and the oriel hotel, is already the widest part of the road, widening of further with just result in further bottle necks into The Village.	Please refer to Section 4.2
NTA-C9-279	This proposal will devalue my property.	Please refer to Section 4.8
NTA-C9-279	The proposal looks at removing many mature trees and planting, which are essential as part of the bee corridor.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-279	<p>West village on map 8 will require cpo of the fronts of all the homes.</p> <p>I live in [personal information redacted] and would not be in favor of loosing my front driveway, this would hinder our ability to turn our cars in our driveway, reducing our welcome area by the gate</p> <p>Therefore reducing visibility onto the road, also resulting in delivery vans, an post vans having to stop on the footpath/ bike lanes.</p>	Please refer to Section 4.3
NTA-C9-290	<p>I further submit that the combined Bus & Traffic lane immediately east of my house should be extended further west in order to avoid taking sections of the front lawns from me and my neighbours.</p>	Please refer to Section 4.10
NTA-C9-290	<p>I submit that there is no need to widen the existing road (R608) as the road is sufficiently wide enough to accommodate Bus traffic as well as general traffic and cyclists on the route without any significant delays.</p>	This comment is noted
NTA-C9-290	<p>I submit that there will be widespread significant negative Environmental Impacts on the neighborhoods and on the individual property owners if this plan proceeds to construction.</p>	Please refer to Section 4.11
NTA-C9-290	<p>I submit that any land acquisition required for widening the R608 in this area should be done on the north side of the road.</p> <p>Disruption in the area would be minimized and not impact homeowners</p> <p>Property not level with R608</p> <p>Water meter located at boundary wall</p>	Please refer to Section 4.3
NTA-C9-290	<p>I see no reference to an economic cost/benefit analysis in the plan.</p> <p>All aspectsof 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 8 th of May 2019.</p>	Please refer to Section 4.9
NTA-C9-297	<p>I have one concern about the beeping of the toucan crossing right outside our houses in Ros Nua.</p> <p>The addition of a crossing of sorts in this area is essential but the beeping noise of a crossing would be very disturbing when a lot of people in this area are home all day, working from home, retired elderly or serious illness. I hope this concern can be addressed.</p>	Please refer to Section 4.11
NTA-C9-297	<p>I strongly support the proposed changes in the Ballincollig > Cork area outside Rosewood.</p>	Please refer to Section 4.6
NTA-C9-311	<p>Ballincollig has seen an uptick in anti-social behaviour in recent years and we feel having the footpath 3 metres closer to our 2 front bedrooms would lead to increased risk of vandalism and arson</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-311	drain of people and money to other places of business in Cork	This comment is noted
NTA-C9-311	The proposed one-way system at the High Street junction will create a pinch point there. there is no plan outlined for the junction of High Street and Old Fort Road, which would become very busy due to this extra traffic.	Please refer to Section 4.2
NTA-C9-311	Impact of the construction on this area on wildlife, flora, fauna and pets that habit the area currently Also, the increased noise pollution from construction machines working so close to our home will affect our mental wellbeing	Please refer to Section 4.11
NTA-C9-311	Impact of the construction on this area on wildlife, flora, fauna and pets that habit the area currently Health hazard to residents during construction from dust and rubble. Also, the increased noise pollution from construction machines working so close to our home will affect our mental wellbeing Being hindered in leaving our home due to construction	Please refer to Section 4.11
NTA-C9-311	With limited access to parking in the village, it would impact our day-to-day dealing with the local businesses.	Please refer to Section 4.7
NTA-C9-311	This is turn may affect the atmosphere in the village	This comment is noted
NTA-C9-311	Reduced value of our home due to losing 50M ₂ at the front of the premises due to the proposed plan.	Please refer to Section 4.8
NTA-C9-311	The removal of the aged trees throughout all the village of Ballincollig is an outrage	Please refer to Section 4.4
NTA-C9-311	Also, the increased noise pollution from construction machines working so close to our home will affect our mental wellbeing reduced natural light, especially in the winter months, due to the boundary wall being so close to our house (and 2 main bedrooms) will have an impact on our mental wellbeing and lead to mould	Please refer to Section 4.11
NTA-C9-311	Losing the 3 metres along the front of our garden would mean losing the space we normally use a car space when visitors come to our home.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-311	<p>Increased number of busses passing, and the nearer bus lane and traffic flow might impact the structure of our house.</p> <p>The front section of our house is a former cottage which is over 150 years old and may not take the increased level of vibration and movement caused by this increased and nearer traffic flow.</p> <p>The moving of the rainwater runoff 3 metres closer to our house presents a flooding risk during heavy rain risk of weakening the house structure due to excessive water pooling</p>	Please refer to Section 4.3
NTA-C9-311	<p>having a footpath, cycle lane, and bus lane so close to our front door would lead to an increased risk of an accident when leaving the house.</p> <p>Health hazard to residents during construction from dust and rubble</p> <p>introduction of cycle lanes all through the village pose an increased threat to our safety due to the increased use of e-scooters</p>	Please refer to Section 4.5
NTA-C9-319	<p>The current 220 bus route from the city center to Grange Ovens state is expected to be modified / reduced, under the new proposal to finish at the Dell Technology site. This is completely detrimental to the Ovens area.</p>	This comment is noted
NTA-C9-319	<p>The replacement of the current roundabout at the entrance of Ballincollig with the current proposed cross is illogical</p> <p>the proposed design it does not consider at all the necessary future north to south connection / corridor to link the south link road with the N20 limerick road.</p>	Please refer to Section 4.2
NTA-C9-327	<p>As for traffic congestion in Ballincollig town centre; the development of a northern orbital route on the northern bank of the river Lee on the existing R618 route from the Anglers Rest junction with a new bridge crossing near Dripsey GAA grounds, near the river elbow linking up with Ovens would give added relief to much of the peak time congestion in Ballincollig town centre</p>	Please refer to Section 4.10
NTA-C9-327	<p>I also take issue with this of the Wilton Rd-Model Farm Rd intersection being back on the agenda so soon again</p>	This comment is noted
NTA-C9-327	<p>3 Inchegagin lane area is more an issue with road safety than traffic congestion as traffic is seldom backed up there and the Carrighroahne road offers an alternative route</p>	Please refer to Section 4.10
NTA-C9-353	<p>I am concerned that forcing all westbound traffic, except buses, to turn left at Harrington Street, means that there is then no incentive to go as far as the traffic lights there and wait when they can turn left into Carrigdenne and turn right across in front of the funeral home to avoid them.</p> <p>the proposal will force 100% of traffic to turn left and so a much larger portion will be encouraged to turn right into Carrigdenne.</p>	Please refer to Section 4.2
NTA-C9-377	<p>The Straight Road is high speed and at the moment there are woeful cycle facilities on and off footpaths or adjacent to lorries travelling at 80kph and more. The route in through the modal farm road is also unsafe and unpleasant for the cyclists</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-377	<p>I think MTU is somewhat omitted from the plan</p> <p>The connection details for MTU to the Ballincollig and Bishopstown routes need to be clarified.</p> <p>. Recent narrow cycling lanes provided on the Melbourne road are an improvement but space for the car remains dominant- the bike lanes are narrow and where they cross traffic lanes they are dangerous e.g. at the MTU Melbourne building</p>	Please refer to Section 4.10
NTA-C9-378	<p>STC E Map 29 : No change at all to College Road. College Road is crossed by many thousands of daily pedestrians in term time but still is shown with two way motor traffic along its length facilitating its use as a rat run by people entering and leaving the city centre.</p> <p>It should be local access only with a bus gate half way along preventing its use as a through route for other motor traffic.</p>	Please refer to Section 4.10
NTA-C9-386	<p>. I rely on Home Help to assist me with my basic daily activities.</p> <p>I am also upset to learn that on street parking will be removed from the village area. I rely on this parking when I am brought to my GP and also when I attend my optician for eye-tests. Do the NTA consider the old and less mobile citizens of this country?</p>	Please refer to Section 4.6
NTA-C9-386	<p>I am also dismayed that the ecosystem that exists within my garden and has done for over 40 years, the birds, bees and other insects that are facilitated by it</p>	Please refer to Section 4.4
NTA-C9-386	<p>I am also upset to learn that on street parking will be removed from the village area.</p> <p>I rely on this parking when I am brought to my GP and also when I attend my optician for eye-tests</p>	Please refer to Section 4.6
NTA-C9-386	<p>This slope would have to be levelled to accommodate the proposed new driveway thus leading to problems with the water supply to the house, which will also have to be moved, and problems with rain runoff and drainage.</p> <p>If these three supplies are to be moved, has the NTA considered the disruption to a [personal information redacted]?</p> <p>Has the NTA considered the rock that is under the existing road in the West Village and the possibility that this rock will need to be excavated to adjust sewage pipes and water pipes necessitated by the proposed road widening?</p> <p>There is an error in Map 8 on page 43 of 'E- Ballincollig to City' in that it does not indicate the [personal information redacted] that are within the 3-meter wide strip that is proposed to be removed to facilitate the road widening.</p> <p>I am also saddened that the NTA propose to remove the front wall</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-397	<p>Route 1A. Run buses every 20 minutes or half an hour or so in along the main road from the Ovens side as per the proposed plans as far as Flynn's Road junction and turn right there. . Turning left from Flynn's Road onto Castle Road can be easily accommodated with taking a piece off the same farmland on the left where there is just an open field and there are no houses at present. n to Muskerry Estate where there is loads of room to widen the road all the way from Flynn's Road without disrupting any buildings or gardens etc. This bus can service Maglin, Glincool, Oaklands, and all the estates on Station Road and the Main Street The bus can go through Station Cross (again loads of room for bus and cycle lanes) passing Beech Park, Ashton Court, Carriganarra Estate, Limeworth, Link Road and The Cloisters. Turn left opposite the Gaelscoil Ui Riordain and on to Carriganarra road ROUTE 1B Run This bus through the Main Street every hour or so. his bus can eventually go through the Poulavone Roundabout and on to the Model Farm Road. The Poulavone Roundabout will not need to be changed with this plan.</p>	Please refer to Section 4.10
NTA-C9-397	Such a simple thing to take practically all the traffic and all the parking out of the main street, leaving businesses like mine devastated.	Please refer to Section 4.13
NTA-C9-397	Retain the town centre the way it is with parking for people who live and work here	Please refer to Section 4.6
NTA-C9-397	Castle Road - There should be footpaths on this road anyway	This comment is noted
NTA-C9-403	<p>The Bus stops outside the Garda station and Supervalu in Ballincollig should be "off road" bus stops to allow traffic and other buses to pass by when they have stopped. Special consideration should be given to Colaiste Choilm at school drop off times. School buses often drop students on the main road and it takes them several minutes to disembark slowing traffic behind them.</p>	Please refer to Section 4.10
NTA-C9-403	I support the creation of the Main Street Ballincollig bus gate. I think this is an essential component to maintaining a reliable bus service. Main Street Ballincollig is also currently configured too favourably to car users with traffic regularly slowed by car users parallel parking in the stretch between Station Road and Leo Murphy road.	Please refer to Section 4.6
NTA-C9-416	<p>I submit that there is no need to widen the existing road (R608) as the road is sufficiently wide enough to accommodate bus traffic, as well as general traffic and cyclists on the route without significant delays I further submit that the combined Bus & Traffic lane east of my property should be extended further west in order to avoid taking land of the front of my lawn and my neighbours.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-416	Over half the submissions already made think this the plan in worse that what presently exists in the area. This suggests the public are reasonably happy with the status quo and that the plan should be aborted.	This comment is noted
NTA-C9-416	I submit there will be widespread significant negative environmental impacts on the neighbourhood's and on the individual property owners if this plan proceeds to construction	Please refer to Section 4.11
NTA-C9-416	I submit that any land acquisition required for the widening of the R608 in this area should be done from the north side of the Road (e.g. Westcliffe Estate) rather than from private properties as is currently planned.	Please refer to Section 4.3
NTA-C9-416	I see no reference to an economic cost / benefit analysis in the plan. All aspects of the plan of this scale need 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 8th May 2019.	Please refer to Section 4.9
NTA-C9-437	Have you considered offline cycle paths and if yes please provide full details ?? DO NOT interfere with the centre island and yellow box at the entrance to Westcliffe. If you move that we will be prisoners in our lovely estate. Save our right turning and left-turning lanes.	Please refer to Section 4.10
NTA-C9-437	THE BUS DEIAYS ARE NOT HERE! There are no bus delays in our area so why force these changes on us. If it's not broken don't fix it!	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-437	<p>All of the below will result in massive all-day back-up of traffic and congestion on the main road and all approach roads. Removal of four right-turning lanes to Innismore to Flynn's Road to Inniscarra Road and to West-end Shopping Centre/Supervalu. Removal of the uncontrolled left filter lane from Inniscarra Road Installation of Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals This inevitable traffic congestion will result in:</p> <ul style="list-style-type: none"> • on-going rear-ending collisions & injuries, • road rage • the West Village becoming a no-go area and killing off business and service providers, • pollution from stalled vehicles, • delays to buses as drivers resort to bus lanes to get to schools, work, etc. • emergency services vehicles will be caught-up in the grid-lock. <p>This design shows a total disregard for the resultant traffic congestion and the resultant serious negative impact on people's lives and the environment! Your Representative at the Information Event in the Oriel House Hotel confirmed that you were 'not concerned' about traffic congestion. Please "go back to the drawing board" and come back to us with a sensible design.</p>	Please refer to Section 4.2
NTA-C9-437	<p>Westcliffe Residents devised a Plan-of-Action to protect its roadside trees and to ensure traffic plan is redesigned. Your one-size-fits-all, ill-conceived Emerging Preferred Route design is an overkill and will lead to massive traffic congestion and serious degeneration of our award-winning surroundings and environment.</p>	Please refer to Section 4.2
NTA-C9-437	<p>What consultations and 'sign-off' have you had with/from Cork City Council executives????? Send us your examples of similar projects already completed to give us comfort that you know what you are doing. Please provide a copy of the Department Brief your organisation is relying on to force through your proposal. Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall? Which cyclists did you engage with before you came up with the current proposals??? What is the strategy/allowance for future light rail services in our area ??? Westcliffe Residents are now reaching out to and engaging professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.) to report back to us on the impact of your proposals. Are you going to re-imburse us and what is the process for this??? We want to provide more information to assist you with your revised plans. Because of the tight timeline you have imposed on submissions we will be developing and circulating additional submissions after your deadline of 3rd October. Will you acknowledge and provide feedback on same?</p>	Please refer to Section 4.3
NTA-C9-437	<p>Your blurb uses all the 'sustainability' soundbites but your design is not-fit-for-purpose and shows you 'couldn't care less' about trees, etc. or traffic congestion. You are removing our trees, etc., causing serious traffic congestion and carrying out extensive construction works to implement your plans all to reduce bus delays that are non-existent in our area. Please justify the sustainability of all that???</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-437	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-437	Your proposals will definitely devalue our homes. Will you compensate us for same and if so what is the process ???	Please refer to Section 4.8
NTA-C9-437	<p>Removal of trees and roadside planted border and the negative impact on people's lives and the environment</p> <p>80 mature trees to be removed on the roadside between the Oriel House Hotel and Innismore Junction 60 trees are to be cut down on the Westcliffe/north roadside 20 trees are to be cut down on the south roadside All the shrubbery/pollinator border outside the Westcliffe wall is being demolished. You are not re-planting or replacing these trees, etc. Westcliffe has won Best Overall Estate in Ballincollig Tidy Towns 5 times in the last 10 years. We enjoy and highly value all the trees, shrubs, hedges, plants and green areas in our immediate vicinity. Our residents use their own money and labour (with no help from the Council) to maintain the estate and add to the inventory of trees, etc. in our neighbourhood. Civic pride and sense-of-place are deeply rooted in our estate. The 60 condemned roadside trees and 'our own' trees within Westcliffe are a precious and unique aspect of our daily lives and a rich legacy for our children and future generations. In addition to the obvious value of our lovely trees they provide a number of equally valuable functions. The removal of 60 roadside trees will significantly reduce the property values in Westcliffe Removal of these 60 trees will leave Westcliffe 'naked' and will be a noisy place to exist. This will significantly impact our quality of living in Westcliffe. Our residents value our estate hence nobody relocates from Westcliffe</p>	Please refer to Section 4.4
NTA-C9-437	Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input. We only learned of your Information Event in the Oriel House Hotel by accident. Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland.	Please refer to Section 4.9
NTA-C9-437	Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ???? Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion?? Furnish us with your Environmental Impact Assessment on the changes you propose for our area.	Please refer to Section 4.9
NTA-C9-459	No access by cars will decimate my business and those of my neighbours who work tirelessly in the old square area.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-459	My clients need to park as close as possible to the salon to get the full benefit of their beauty treatments.	Please refer to Section 4.6
NTA-C9-466	The moving of the boundary walls on Map 8 (Ballincollig, West Village) would result in the reduction of my front driveway. This would hinder the ability to turn vehicles safely within my driveway and would restrict safe access in and out of driveway onto R608.	Please refer to Section 4.5
NTA-C9-466	Can negatively impact business owners and customers, making it difficult to shop local.	Please refer to Section 4.13
NTA-C9-466	Existing road R608 is sufficiently wide to accommodate car and bus lanes including 2 way traffic flow. The proposal to increase road width from Flynn's junction to the Oriel Hotel to include 2 cycle lanes is significantly short, this may result in creating bottle necks in and out of the village.	Please refer to Section 4.3
NTA-C9-466	The removal of bus stops will hinder the availability of services to the Ballincollig community.	This comment is noted
NTA-C9-466	In addition, this proposal will devalue my property.	Please refer to Section 4.8
NTA-C9-466	The current proposal indicates the removal of aged trees in both gardens and along the Ballincollig village. Said trees are essential to wildlife in the area.	Please refer to Section 4.4
NTA-C9-466	Furthermore, this change poses an increased risk of flooding as rainwater runoff will be closer than present state.	Please refer to Section 4.3
NTA-C9-478	I would like to voice my concerns over the removal of on street parking on Main Street, Ballincollig, many businesses operate on that route, pharmacies, banks, post office, doctors, hairdressers, shoe shops to name but a few, a lack of parking especially for vulnerable and elderly people would have a huge impact on both the service provider and user I also am concerned at the proposed changes to access off and on the Main Street.	Please refer to Section 4.6
NTA-C9-479	With parking being as limited as it already is for my customers I feel like this corridor would affect my business hugely and not in a good way.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-484	I wish to Object to the proposed removal of through traffic on the main Street in Ballincollig. The banning of traffic especially at the Mc Donald's and Aldi junction will completely cause traffic mainhem in the village.	Please refer to Section 4.2
NTA-C9-484	I wish to Object to the proposed removal of Car Parking Spaces on the main Street in Ballincollig. The banning of traffic especially at the Mc Donald's and Aldi junction will completely cause traffic mainhem in the village. I had a previous business in Cork City centre, and the business had to be closed as the direct result of removal of car Parking spaces	Please refer to Section 4.6
NTA-C9-517	Your emerging preferred route design is overkill and will lead to an increase in the flow of traffic and speed in the area with the West village becoming a 'no go zone' killing off businesses and service providers.	Please refer to Section 4.2
NTA-C9-517	Your proposed changes to the main road (R608) will definitely devalue our homes and will result in traffic congestion and have a serious negative impact on the environment and people who reside in the area.	Please refer to Section 4.8
NTA-C9-517	The removal of any established trees, shrubs, and fauna in the area will destroy years of a living, thriving ecosystem which will not be replaced by the promise of replanting these.	Please refer to Section 4.4
NTA-C9-529	Also, many of my customers come from Douglas, Mallow, Macroom, Passage West and Carragiline. They choose to shop in Ballincollig because of easy access just off the motorway and plenty free parking. We will lose customers and become another ghost town like Cork City Centre. If this plan goes through I believe that it will negatively impact all business Ballincollig including mine. Time Square will become a total gridlock of traffic. Currently the cafe and restaurant on either side of me, have outdoor tables and take away windows. There is a constant stream of people standing on the paths and side road chatting and meeting friends. Customers come to one of our business for something and end up shopping in all. If this area becomes a constant traffic jam, it will ruin this community vibe, cause huge pollution with standing traffic, and will drive customers away. I will move my business out of Ballincollig if this goes through.	Please refer to Section 4.6
NTA-C9-529	These residents are mainly young families or elderly people, whom are dependant on the availability of parking. These residents will suffer from the removal of parking spaces, and the rerouting of traffic, making car journeys longer because of one way systems etc.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-533	<p>This will cause mayhem for traffic through time square and kill businesses in the west side of the town.</p> <p>This will make people want to completely avoid shopping in this area as ease of access will be taken from them.</p> <p>We have been in business 40 years here in Ballincollig and this is by far the strongest threat to our livelihoods so far. Please reconsider this disastrous proposal.</p>	Please refer to Section 4.2
NTA-C9-535	<p>I strong oppose to bus connect E Ballincollig to city.</p> <p>I have a business for the past 14 years on the Main Street and believe the current system functions very well.</p> <p>we have a bypass for people who do not wish to travel through the village.</p> <p>Traffic flows through the village pretty seamlessly.</p> <p>By removing cars and parking from the main system you are creating barriers to the success of businesses who operate successfully.</p> <p>By eliminating traffic you are driving people to shopping nag centres with very few independent and damaging the heart of towns.</p>	Please refer to Section 4.2
NTA-C9-552	<p>The current bus route is working well in Ballincollig but needs a little change to include the back road where there is a lot of estates and currently a new one being built and if we get rid cars from driving through the village this will stop people from coming into the heart of the village please take our concerns on board we live here.</p>	This comment is noted
NTA-C9-580	<p>From what I can ascertain from the plans this would result in the loss of at least a [personal information redacted] wide strip from our front garden, which would result in almost no space on front of the house.</p>	Please refer to Section 4.3
NTA-C9-583	<p>This inevitable traffic congestion will delays to buses as drivers resort to bus lanes to get to schools, work, etc.</p>	Please refer to Section 4.2
NTA-C9-583	<p>This inevitable traffic congestion will result in the West Village becoming a no-go area and killing off business and service providers,</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-583	<p>You are removing four right-turning lanesto Innismore,to Flynn’s Road,to Inniscarra Roadand to West-end Shopping Centre/SuperValu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the SuperValu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to SuperValu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p> <p>DO NOT interfere with the centre island and yellow box at the entrance to Westcliffe. If you move that we will be prisoners in our lovely estate.</p>	Please refer to Section 4.2
NTA-C9-583	This inevitable traffic congestion will pollution from stalled vehicles,	Please refer to Section 4.11
NTA-C9-583	<p>Loss of trees and their functions to:</p> <p>Minimise noise pollution from vehicles and aeroplanes</p> <p>Clean the air of pollutants</p> <p>Shade and cool our homes and public spaces</p> <p>Release water vapour and provide an air-conditioning effect during hot weather</p>	Please refer to Section 4.4
NTA-C9-583	<p>Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents</p> <p>These lights will increase stress and reduce sleep and personal wellbeing.</p>	Please refer to Section 4.4
NTA-C9-583	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe.	Please refer to Section 4.4
NTA-C9-583	Your proposals will definitely devalue our homes. Will you compensate us for same and if so what is the process ???	Please refer to Section 4.8
NTA-C9-583	Westcliffe has won Best Overall Estate in Ballincollig Tidy Towns 5 times in the last 10 years. We enjoy and highly value all the trees, shrubs, hedges, plants and green areas in our immediate vicinity.	Please refer to Section 4.4
NTA-C9-583	This inevitable traffic congestion will result in road rage and emergency services vehicles will be caught-up in the grid-lock	Please refer to Section 4.2
NTA-C9-583	What consultations and ‘sign-off’ have you had with/from Cork City Council executives	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-583	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input. We only learned of your Information Event in the Oriel House Hotel by accident</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland.</p>	Please refer to Section 4.9
NTA-C9-583	<p>Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation.</p> <p>What are your proposals for the new retaining wall?</p>	Please refer to Section 4.4
NTA-C9-583	<p>This inevitable traffic congestion will result in: on-going rear-ending collisions & injuries,</p>	Please refer to Section 4.2
NTA-C9-583	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area</p>	Please refer to Section 4.9
NTA-C9-585	<p>Diverting MTU student traffic would be the single most effective intervention, but is not evident here.</p> <p>It would be significantly less disruptive to overlap Routes E and F from Poulavone to Inchigaggin Lane, and if necessary bring Route E back to the Model Farm Road via an expansion of Inchigaggin. I dispute whether Route E should return to the Model Farm Road at all, and would be better served by a smaller, more targeted, route for students at key times during term.</p> <p>Some development of the Model Farm Road route should be performed. Provision of protected cycle lanes, and adequate footpaths must be made to make the road safer. But this is a far smaller intervention than that proposed.</p>	Please refer to Section 4.10
NTA-C9-585	<p>The proposal also requires the removal of over a hundred trees along that road, which is essentially rural.</p> <p>The proposal identifies many trees along the route as being unimpacted.</p> <p>I understand from a conversation with the engineers that this was illustrative, however it is clear to a casual observer that none of these trees can be saved if the proposal is implemented as-is.</p> <p>In our property we have [personal information redacted]. 3 trees are identified as impacted.</p>	Please refer to Section 4.4
NTA-C9-585	<p>If anything, the design makes the Mount Mercy drop off significantly more dangerous since now students will be forced to disembark through a bus-lane and cycle lane.</p> <p>The proposal to change the route of the road immediately after Inchigaggin Bridge (towards Ballincollig) is an issue because it makes a current blind bend at Scotch Lane significantly more dangerous for us, by increasing the flow and speed of traffic at that bend.</p> <p>Turning right from our property is already difficult due to visibility; the proposed change would make it very dangerous</p>	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-647	Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents.	This comment is noted
NTA-C9-647	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe.	Please refer to Section 4.4
NTA-C9-647	60 trees are to be cut down on the Westcliffe/north roadside. 20 trees are to be cut down on the south roadside. You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction.	Please refer to Section 4.4
NTA-C9-647	They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors, protection for roofs and reduced wind chill which in turn reduces energy use in heating our homes.	Please refer to Section 4.4
NTA-C9-648	Delays to buses as drivers resort to bus lanes to get to schools, work, etc.	Please refer to Section 4.2
NTA-C9-648	The West Village becoming a no-go area and killing off business and service providers.	Please refer to Section 4.13
NTA-C9-648	You are removing the uncontrolled left filter lane from Inniscarra Road	Please refer to Section 4.2
NTA-C9-648	You are installing Bus Priority signals on the SuperValu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to SuperValu because of the Bus Priority signals.	Please refer to Section 4.2
NTA-C9-648	Emergency services vehicles will be caught-up in the grid-lock.	Emergency service vehicles are permitted to use bus lanes and pass through bus gates.
NTA-C9-648	DO NOT interfere with the centre island and yellow box at the entrance to Westcliffe. If you move that we will be prisoners in our lovely estate.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-648	You are removing four right-turning lanesto Innismore,to Flynn’s Road,to Inniscarra Roadand to West-end Shopping Centre/SuperValu.	Please refer to Section 4.2
NTA-C9-648	Pollution from stalled vehicles.	Please refer to Section 4.11
NTA-C9-648	Your Representative at the Information Event in the Oriel House Hotel confirmed that you were ‘not concerned’ about traffic congestion. Please “go back to the drawing board” and come back to us with a sensible design.	Please refer to Section 4.2
NTA-C9-648	On-going rear-ending collisions & injuries and road rage.	Please refer to Section 4.2
NTA-C9-649	causing serious traffic congestion and carrying out extensive construction works to implement your plans	Please refer to Section 4.2
NTA-C9-649	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation.	Please refer to Section 4.4
NTA-C9-650	Your one-size-fits-all, ill-conceived Emerging Preferred Route design is an overkill and will lead to massive traffic congestion in Westcliffe	Please refer to Section 4.2
NTA-C9-650	serious degeneration of our award-winning surroundings and environment in Westcliffe.	Please refer to Section 4.3
NTA-C9-650	to protect our roadside trees in Westcliffe	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-650	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>We only learned of your Information Event in the Oriel House Hotel by accident.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland.</p>	Please refer to Section 4.9
NTA-C9-693	<p>Can the cycle tracks be segregated in some way (e.g. concrete, wands, bollards, etc) to prevent vehicles from parking there?</p> <p>It is dangerous for cyclists who have to leave the cycle track to avoid such parked vehicles and it is dangerous for drivers of cars who have to encounter such lane changing from cyclists.</p>	Please refer to Section 4.1
NTA-C9-693	<p>I fully endorse the planned upgrade and improvement to the cycling and public transport infrastructure for Ballincollig to Cork city.</p> <p>There are often delays to the bus service from Classes Lake to Cork city centre.</p> <p>These delays frequently arise from too many cars.</p> <p>Hopefully this plan will make public transport a better service which would encourage more frequent usage.</p>	Please refer to Section 4.6
NTA-C9-723	<p>Dennehys Cross - The remaining parking space will not be sufficient to allow patients to turn their vehicle safely within the property .</p> <p>This will render the entire parking space redundant ,as it is illegal to back out onto a public road.</p>	Please refer to Section 4.5
NTA-C9-723	<p>As many of the patients are elderly they cannot use alternative transport such as buses or bicycles .Hence this vulnerable group ,who are unable to walk more than a short distance will be at a serious disadvantage.</p>	This comment is noted
NTA-C9-723	<p>One possible solution would be to increase the road widening on the opposite side of the road where there is a very wide forecourt and reduce the loss on the northern side approaching Dennehy's Cross .</p>	Please refer to Section 4.10
NTA-C9-723	<p>As proposed ,the new boundary will remove approximately eight feet from the existing car park ,resulting in the loss of one car parking space at Dennehys Cross</p>	Please refer to Section 4.6
NTA-C9-725	<p>vandalism will set in Ballincollig</p>	This comment is noted
NTA-C9-725	<p>businesses in Ballincollig will close</p>	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-725	<p>We object strongly to the removal of the Poulavone Roundabout on Map 15 Ballincollig to City Bus Route:</p> <p>There will be massive back-up of traffic back into Ballincollig from stop-start right-turning lane to get onto N22 Link Road.</p> <p>There will be massive back-up of traffic back towards Carrigrohane from stop-start right-turning lane to get into Ballincollig.</p> <p>There will be massive back-up of traffic back onto the Model Farm Road from stop-start right-turning lane from vehicles turning right to get to Carrigrohane, etc..</p> <p>The entire new cross-roads will become grid-locked, especially at peak traffic times, due to back-up from Carrigrohane junction.</p>	Please refer to Section 4.2
NTA-C9-725	This new junction will result in travellers bypassing Ballincollig and then the Village will become a dead town/a no-go area	Please refer to Section 4.13
NTA-C9-730	<p>The Cycle lanes along Model farm Rd, in particular from Inchagaggin to Dennehy's cross are very much welcome and would provide safe cycling for all ages and abilities</p> <p>not many people would choose to cycle on the Model farm rd from Inchagaggin going west towards Ballincollig due to the hills and the tight dangerous black spot corner just past the Inchagaggin bridge.</p> <p>Most people cycling would take the flatter and more direct route along the Carrigrohane straight from Victoria Cross to the Poulavone Roundabout.</p> <p>A more direct and comfortable cycling route would be to continue the two way cycle lane at Victoria Cross along the Carrigrohane road on the river-side to/from Ballincollig. This would also provide greater access to the future Lee to Sea Greenway.</p>	Please refer to Section 4.10
NTA-C9-734	Businesses will die and/or will abandon the Village. The heart of the Village will become derelict and vandalism will take over.	Please refer to Section 4.13
NTA-C9-734	The NTA are totally ignoring the gridlock they are going to cause from the West Village right through to Poulavone.	Please refer to Section 4.2
NTA-C9-735	The traffic proposals are so unworkable that the Village, which we enjoy, will die.	Please refer to Section 4.13
NTA-C9-736	what is the plan for parking for the many folks who come in from surrounding areas	Please refer to Section 4.6
NTA-C9-736	only information on new bus/cycle lanes and not any/enough info on the know on impact of what has to be removed or reduced to meet this proposal.	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-736	current road layouts eg on Fort road wont safety take this traffic and will require changes to junctions at a minimum to make this safe-	Please refer to Section 4.2
NTA-C9-740	These Plans Will Severely impact my businesses...our businesses totally depend on Footfall and parking availability	Please refer to Section 4.6
NTA-C9-740	there is little parking available	Please refer to Section 4.6
NTA-C9-740	Cutting 60 Trees ?? doesn't sound very sustainable to me !!!	Please refer to Section 4.4
NTA-C9-742	All those traffic lights will make Ballincollig a NO-GO area AND KILL THE VILLAGE	Please refer to Section 4.13
NTA-C9-743	Classis to Poulavone Roundaboutthe NTA are removing 10 existing right-turning lanes. This will result in gridlock in the Village, very frequent rear-ending collisions. This gridlock will delay the buses and make the Village a NO-GO area and KILL the Village.	Please refer to Section 4.2
NTA-C9-746	There has been no consideration for the impact of the plan on the Gala shop in Classis. The lack of parking will threaten it's existence.	Please refer to Section 4.6
NTA-C9-756	People will not be able to park to go on walks.	Please refer to Section 4.6
NTA-C9-756	Concerns regarding the ability for the buses to meet schedule	This comment is noted
NTA-C9-756	Concerns due to previous redevelopment in area reducing car parking spaces by 108 and the impact further reductions will have on businesses and peoples accessibility	Please refer to Section 4.6
NTA-C9-756	Concerned about the amount of trees to be cut down	Please refer to Section 4.4
NTA-C9-759	Increasing traffic on the Model Farm Road will increase noise pollution for occupants of property. Noise pollution will be severally exacerbated during construction.	Please refer to Section 4.11
NTA-C9-759	We have made substantial investment in our back gardens and we would not have carried out this work knowing that it was going to be destroyed within 2 years of undertaking work on our back garden.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-759	The rear garden is essential part of daily lives and play space for children. Removal of part of garden will seriously impact this	Please refer to Section 4.3
NTA-C9-759	Object to the development due to the land that is planned to be acquired from the back of the property. The proposed land aquisition at rear of properties should instead be aquired from nearby undeveloped site. Part of the lands being acquired contain the attenuation tanks for the Estate. There is no place to relocate them within the development	Please refer to Section 4.3
NTA-C9-761	Heavy lorries and buses create severe noise pollution and the trees we planted that will require removal were planted to shield from dust and pollution. Proposal to increase the traffic and bring the road even closer to our property would severally exacerbate the impact of noise and dust pollution to our property.	Please refer to Section 4.11
NTA-C9-761	Believe that current proposals would force into a new property. Would not have carried out landscaping works knowing that the garden would be acquired. Will reduce living space and area for children to play	Please refer to Section 4.4
NTA-C9-761	Land aquisition will result in loss of trees at the rear of the property.	Please refer to Section 4.4
NTA-C9-761	Land acquisition will will seriously impact quality of life as the size of rear garden will be significantly reduced, reducing childrens play area and living space. Land should be acquired from Ministers Cross vacant site. Part of the lands being acquired contain the attenuation tanks for the estate. The proposed Route would involve the acquisition of part of the land on which the tanks are laid. This would involve the destruction of the Tanks as they are constructed from concrete. However, there is no place to relocate them within the housing estate.	Please refer to Section 4.3
NTA-C9-762	The Model Farm Road is a busy commuter route and heavy lorries and buses create severe noise pollution already. Your proposal to increase the traffic on this road would severally exacerbate noise pollution for the occupants of these properties.	Please refer to Section 4.11
NTA-C9-762	Land acquisition will will seriously impact quality of life as the size of rear garden will be significantly reduced, reducing childrens play area and living space. Land should be acquired from Ministers Cross vacant site. Part of the lands being acquired contain the attenuation tanks for the estate. The proposed Route would involve the acquisition of part of the land on which the tanks are laid. This would involve the destruction of the Tanks as they are constructed from concrete. However, there is no place to relocate them within the housing estate.	Please refer to Section 4.3
NTA-C9-808	Road widening should be moved further east to the open field where it would have minimal effect on the properties and will have no effect on the operation of the proposed bus corridors	Please refer to Section 4.10
NTA-C9-808	By taking 10m from the front gardens it would make it impossible to provide vehicular and disabled access to the house. The driveways are steeply sloped and acquisition of half the front garden will make it impossible to safely enter and exit the dwelling. The septic tank is also located in the proposed acquisition lands and there is no alternative location for it	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-809	The BusConnects proposal appears to have no concern for the businesses in the area that may be forced to close	Please refer to Section 4.13
NTA-C9-809	The STC will create gridlock in the Village and force cars, commercial vehicles and trucks off the road.	Please refer to Section 4.2
NTA-C9-809	There appears to be no concern for the Degeneration of Ballingcollig, for the immediate environment, for the quality of life in the locality and for the businesses in the area	Please refer to Section 4.13
NTA-C9-821	Respectfully suggest that the proposal to acquire lands from our properties be removed from any proposed submission to an Bord Pleanála. Land should be acquired from undeveloped site across the road from the 5 houses suggested for land acquisition. There is a lack of foresight on the part of Cork City Council and a lack of communication and foresight as to what the RTA felt may be required in this area in the future. The land to be acquired contain the attenuation tanks for the estate adn there is no place to relocate the tanks. The rear gardens are essential park of daily lives of residents	Please refer to Section 4.3
NTA-C9-831	The proposed works will required a re-grading of the driveway. This will create a steeper slope, further reducing the ease of access for older people, the ambulant disabled and persons in wheelchairs.	Please refer to Section 4.5
NTA-C9-831	Most of the adverse impacts listed above would be eliminated (or at least mitigated), if the eastern ends of the east bound and west bound bus lanes were moved ~100m to the east, where there are no houses on the northern side of the road.	Please refer to Section 4.10
NTA-C9-831	The proposed works will reduce the distance between the bedrooms at the property and the edge of the road by more than half. This reduction will mean a quadrupling of the level of traffic noise in the rooms.	Please refer to Section 4.11
NTA-C9-831	Proposals will have considerable negative impacts on the re-sale value of the house.	Please refer to Section 4.8
NTA-C9-831	There are trees growing close to the northern edge of the strip of land proposed to be acquired. A large portion of their roots will be cut away as part of the works. It is highly likely that both trees will suffer badly as a result and that they will not survive in the short to medium term.	Please refer to Section 4.4
NTA-C9-831	Object to the widening of the road to accommodate two bus lanes in front of property. This proposal requires the removal of a strip of land and will result in a serious loss of amenity as over one third of the level grass area in front of the house will be taken away.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-834	We consider that the solution to the problem is to move the road widening further east to the open field where it would have minimal affect on residential properties and will have no affect on the operation of the proposed bus corridors.	Please refer to Section 4.10
NTA-C9-834	Two possible buyers have withdrawn from sale due to the proposals. This proposal has effectively rendered the house unsaleable for the foreseeable future. Would also like to point out the the property has been significantly devalued by the proposal.	Please refer to Section 4.8
NTA-C9-834	The removal of land from the front gardens will render it impossible to provide vehicular and disabled access to house as there is a significant level difference between our dwelling and the adjoining public roadway. Our septic tank is located in the proposed acquisition land and there is no alternative location	Please refer to Section 4.3
NTA-C9-837	Object to this route as there is removal of 300 trees	Please refer to Section 4.4
NTA-C9-839	The introduction of this proposal will disconnect us from a large number of clients who depend on parking on the Main street to come to the business	Please refer to Section 4.6
NTA-C9-839	Widening the main carriage way to Cork to accomodate cyclists is unnecessary as alternative options would be better for cyclists There is a cycle lane through Ballincollig Regional Park from the western side at Inniscarra Bridge to the rear of Bridgewater at the Poulavone Roundabout. This cycle lane can be extended and upgraded into Cork City along the River Lee with a tunnel for cyclists under the R618 where most of this land is already in the possession of Cork City Council with the remainder in agriculture use. This is level ground with no hills and would take cyclists quickly, directly and safely into the city.	Please refer to Section 4.3
NTA-C9-839	The CPO is contentious and unnecessary. Alternative route should be found which would have the support of local business and residents	Please refer to Section 4.3
NTA-C9-840	The plan to discourage cars will have a detrimental effect on business. Traffic chaos on Harrington Street and Station Road will deter customers travelling into Ballincollig. We would suggest in real terms that cyclists account for a relatively small number of Town Centre visitors, they are more than welcome and should be encouraged, but not at the expense of car users.The existing cycle lane through Ballincollig Regional Park could simply be extended along the River Lee at very little cost and disruption.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-841	Rerouting all traffic from main street through residential areas will create more backlog, especially during school times. Many people from outside Ballincollig such as Ovens and Farren have to drive in Ballincollig due to the lack of appropriate bus services	Please refer to Section 4.2
NTA-C9-841	Cutting car parking spaces will lead to people moving their shopping from Ballincollig	Please refer to Section 4.6
NTA-C9-844	Buses could be diverted down Old Fort Road, and out at East gate, or along what is know as the back road rather than along the main st.	Please refer to Section 4.10
NTA-C9-844	If the junction is signalised it will lead to huge delays at peak times	Please refer to Section 4.2
NTA-C9-844	The amount of buses on the current route should be increased and trialed to see if there is an increase in use	This comment is noted
NTA-C9-844	The implementation of the proposed changes if pushing cars from 7 lanes into 2 will cause people to avoid this route and have a negative effect on our, and neighbouring, businesses.	Please refer to Section 4.13
NTA-C9-844	The removal of cars from Ballincollig main street will lead to people using the N22 to Bishopstown, Cork city, Mahon and points beyond and stop them coming to businesses in Ballincollig	Please refer to Section 4.2
NTA-C9-847	I would like to object to the proposed plans for changes to the bus route and road layout in Ballincollig. This will not resolve traffic issues and will make them worse	Please refer to Section 4.2
NTA-C9-847	Removal of trees should be cancelled from plan.	Please refer to Section 4.4
NTA-C9-847	Object to removing front gardens from residents along the route	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-853	The current proposals remove virtually all parking on Main Street forcing car traffic far away. People will then shop at local shopping centers and Wilton where they have free parking. This is completely contrary to the satellite town concept where places like Ballincollig, Carrigaline etc would be allowed develop a thriving town center. A one day survey of trade along the businesses on the main street would show the predominance of shoppers as car owners who spend a relatively short and focused visit to the town center where they can park with relative ease close to the businesses.	Please refer to Section 4.6
NTA-C9-857	Strongly object to the plan for Main Street Ballincollig as it will cost a lot of businesses on the main road as they rely on the traffic and car parking spots.	Please refer to Section 4.6
NTA-C9-870	Object to introduction of new bus lanes as traffic will get worse	This comment is noted
NTA-C9-870	Cycling is seasonal - object to introduction of cycle lanes which will cause traffic	This comment is noted
NTA-C9-870	Object to cutting down trees	Please refer to Section 4.4
NTA-C9-873	Exiting Bridgewater to turn right into Ballincollig will be much more dangerous without the roundabout.	Please refer to Section 4.5
NTA-C9-878	Object to the transport route via Ballincollig Main Street. This suggested change will decrease the quality of living for us local residents and make getting to and from our houses difficult.	Please refer to Section 4.5
NTA-C9-880	Part of the road isn't currently on a bus route, it runs through a private estate of houses, the residents of which can access the bus route via short walk.	This comment is noted
NTA-C9-880	No trees should be cut down in Ballincollig, it has taken years for parts of the town to come to maturity after already extensive redevelopment.	Please refer to Section 4.4
NTA-C9-883	Traffic currently flows well with a very regular bus service so I wonder the necessity for changes to Model Farm Road.	This comment is noted
NTA-C9-883	I would be surprised if there will be significant usage of the cycle lanes, I am not sure of the value in adding more on the Model Farm Road.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-884	Oppose the changes to the layout of the lanes	This comment is noted
NTA-C9-884	Oppose the cutting down of trees.	Please refer to Section 4.4
NTA-C9-886	Changing the Poulavone roundabout into a signalised crossing is going to cause an increase in traffic which will back up through Ballincollig.	Please refer to Section 4.2
NTA-C9-886	Removing car parking spaces from the SuperValu car park will create large amount of traffic in the area. This will have a large effect on the elderly considering shops, the post office and pharmacies are in close proximity to the car park.	Please refer to Section 4.6
NTA-C9-890	There is currently ample land available on the opposite side of the road to provide for a bus and cycle lane without impacting on private homes or property, therefore the enforced acquisition of both my and my neighbours' property is totally unnecessary. Note that there is already an existing cycle lane outside my property.	Please refer to Section 4.10
NTA-C9-890	These proposals will have a negative effect on my quality of life and mental health.	This comment is noted
NTA-C9-890	The proposal to remove land from the front of my property will create serious difficulty when turning and parking my car. It will also restrict family and carers visiting and/or caring for me in the future. I need my car to visit my doctor, pharmacist, bank, post office, supermarket, church etc while a bus will not take me direct to these destinations. Age Action Ireland have stated that elderly people in the country and city suburbs need their cars to directly access services.	Please refer to Section 4.6
NTA-C9-890	These proposals will severely devalue my property	Please refer to Section 4.8
NTA-C9-890	The front road boundary of my house consists of a brick wall and mature trees and shrubs that are over 50 years old all of which protect me from traffic noise and pollution. This you propose to remove. I am [personal information redacted] and have [personal information redacted] which have enabled me obtain a [personal information redacted]. The proposal to remove up to [personal information redacted] metres from the front of my property will create serious difficulty for me in attempting to park and turn my car and will also gravely restrict family and carers visiting and/or caring for me in the future.	Please refer to Section 4.3
NTA-C9-894	On map 6 of proposed STC-E, Ballincollig to City an existing right turning lane that allows residents of the Coolroe Heights and Avoncourt estates to enter safely when approaching from the west is no longer shown. This absence would greatly increase the risk of a Road Traffic Collision.	Please refer to Section 4.5
NTA-C9-898	I live right on this route immediately behind one of the bus stops in fact and I don't see huge quantities of people waiting and left without transport on a daily basis. This service needs to be perfected rather than increased.	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-898	There are better ways to free up traffic than removing trees.	Please refer to Section 4.4
NTA-C9-898	The houses which have received compulsory purchase orders have steep inclines in their gardens, which would mean it will be very difficult to access their gardens.	Please refer to Section 4.3
NTA-C9-899	This proposal and the removal of car parking will have a negative impact on all local businesses and residents with our town.	Please refer to Section 4.6
NTA-C9-899	Object to removal of car parking spaces as we rely on our customers to be able to park near our premises and this proposal makes it extremely difficult.	Please refer to Section 4.6
NTA-C9-902	The project will disrupt many communities who lived in Ballincollig for decades and interface them more directly with traffic.	Please refer to Section 4.2
NTA-C9-902	I have severe reservations about the removal of tree habitats along the proposed bus connects route from Ballincollig to the city. The removal of these trees means thousands of tonnes of carbon will no longer be sequestered and indeed the construction project will release more CO2. Trees act as a sound barrier.	Please refer to Section 4.4
NTA-C9-906	Object to the signalised crossroads at the Poulavone roundabout. There is a good flow of traffic at the roundabout now which will significantly be delayed with replacement of roundabout.	Please refer to Section 4.2
NTA-C9-921	All over the world city administrations are moving to make single-occupant vehicular access to cities more difficult, centred around the concept of traffic evaporation. The effect of the car lanes in the proposed BusConnects plan will be to facilitate increased car access. This runs counter to all modern planning concerns.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-921	<p>This multi-lane road will terminate abruptly at Dennehy's Cross, already a site of considerable traffic congestion, with heavy traffic entering the city from the residential areas of Wilton and Bishopstown and heading outwards towards Cork University Hospital, as well as traffic attempting to reach the UCC and the UCC car park at Dennehy's Cross. Could be solved by provision of Park and Ride.</p> <p>Traffic on Model Farm Road is at its peak during rush hour - between 8.00 am and 09.00 am, Monday to Friday only during school-term. At other times the road is relatively quiet. There is no reason why private transportation access cannot be limited to residents between 8.00 am and 09.00 am, Monday to Friday during school term. One solution would be, for example, a resident's badge which is camera readable.</p>	Please refer to Section 4.10
NTA-C9-921	Implement a park and rise on the western access route to the city. This will require less CPO adn will disincentivise single-occupier vehicles accessing the city.	Please refer to Section 4.10
NTA-C9-921	The project creates a series of alternating choke points and wider strips which will render the bus corridors ineffective. The choke points arise where the purchase of private gardens would make access to certain dwelling houses impractical (the steepness of entrance drive ways, for example).	Please refer to Section 4.3
NTA-C9-921	Note that no environmental survey has been commissioned for this project which will require the removal of a considerable number of mature trees. There is no assessment of the likely effects on flooding or on the environmentally sensitive Maglin River area.	Please refer to Section 4.11
NTA-C9-924	I have been advised that you may wish to purchase a portion of our property but having attended a meeting earlier in Ballincollig your representative was unable to supply me with information as to what might be required. I have asked for a consultation on a one to one basis that would clearly map out exactly what is required to discuss the specific implications of the proposed works for me and my property in advance of I meeting with my engineer and solicitor	Please refer to Section 4.3
NTA-C9-930	Proposal would be detrimental to my business and, indeed, the entire business community of Ballincollig.	Please refer to Section 4.13
NTA-C9-938	Land aqcuisition would render it impossible to provide vehicular and disabled access to our dwelling. There is a significant level difference between our dwelling and the adjoining public roadway. Our driveway and parking areas are presently steeply sloping and the acquisition of half of our front garden will make it impossible to safety enter and exit the dwelling.	Please refer to Section 4.3
NTA-C9-938	We consider that the solution to the problem is to move the road widening further east to the open field where it would have minimal affect on residential properties and will have no affect on the operation of the proposed bus corridors.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-938	Our property was Sale Agreed with the keys being handed over the week this proposed route was released. As a result of this, the potential buyer withdrew from the sale. This is a considerable loss to us. The second bidder on the property was also approached and they chose not to move forward with the sale as a result of your project plans to reduce our garden, impact the septic tank and impact/reduce the driveway on our property. We would also like to point out that our property has been significantly devalued by the proposal.	Please refer to Section 4.8
NTA-C9-938	Object to the proposed land acquisition of approximately 10 meters from the front of our gardens. Our septic tank is located in the proposed acquisition lands and there is no alternative location.	Please refer to Section 4.3
NTA-C9-938	Objection to potential land acquisition. There is a significant level difference between our dwelling and the adjoining public roadway. Our driveway and parking areas are presently steeply sloping and the acquisition of half of our front garden will make it impossible to safely enter and exit the dwelling.	Please refer to Section 4.3
NTA-C9-943	The bus routes would be ideally suited to Old Fort Road and the Killumney road where there is much bigger concentration of housing.	Please refer to Section 4.10
NTA-C9-943	The proposed route will cause congestion both east and west of the village and diverting traffic onto roads which were not designed for the current volume of traffic not to mention increased traffic causing additional hazards with all the primary and secondary schools in the area.	Please refer to Section 4.2
NTA-C9-943	Moving traffic closer to our building will increase our exposure to environmental sounds and disturbances which is a further annoyance.	Please refer to Section 4.11
NTA-C9-943	There will be a further loss of 70 car spaces including assisted parking spots, which are all vital and much need to support the traders and shops in town centre.	Please refer to Section 4.6
NTA-C9-943	We need all of our car parking for staff and customers. The stress and anxiety this will cause to us, our staff and customers trying to enter and exit our premises in a safe manner which is already a danger in its current form, this will be further exacerbated with all the additional lanes and traffic.	Please refer to Section 4.6
NTA-C9-943	We feel the proposed Bus corridor will destroy our village which has a wonderful community spirit. It has lovely wide paved footpaths, all revamped 10 years ago and beautiful lines of trees.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-943	I believe that CPOs are unfair. Fibarr O Neill Ltd requires all the space that it currently has. Our display area will be affected and this is a vital part of our business as we need to display our products and aggregates here in Ballincollig in a safe environment as oppose to having customers viewing these products in a quarry environment.	Please refer to Section 4.3
NTA-C9-943	It is already dangerous to enter and exit our premises in a safe manner and this will be further exacerbated with all the additional lanes and traffic. How are we expected to open and close our gates while blocking the footpath, cycle lane and road way in the process. We have the right to ingress and egress without creating any danger to ourselves or to the surrounding public thoroughfare.	Please refer to Section 4.5
NTA-C9-951	Object to the removal of the Poulavone roundabout. The poulavone round about is a bee friendly roundabout that promotes the conservation of bees and the pole nation of local flora.	Please refer to Section 4.2
NTA-C9-951	Object to the changes in Ballincollig as it is an historical village and the plan would fundamentally alter it.	Please refer to Section 4.13
NTA-C9-951	Object to land being given to cyclists as there are laws regarding cyclists which are non existent or largely never upheld.	Please refer to Section 4.3
NTA-C9-951	Object to the removal of 68 car parking spaces.	Please refer to Section 4.6
NTA-C9-951	I object to the removal of 373 trees to complete this project	Please refer to Section 4.4
NTA-C9-951	Object to the removal of green space from 238 properties	Please refer to Section 4.3
NTA-C9-954	House was purchased for it's long and curved driveway, so as to reduce traffic noise, this is now going to be compromised.	Please refer to Section 4.3
NTA-C9-954	We have a wide curved entrance in to our property which makes it safe for coming out of the driveway into oncoming traffic, bikes , buses and pedestrians. We also have a steep driveway which is not highlighted in the drawing. Impact of engineering works to deal with this problem could significantly effect safety and privacy of our property. The CPO is extensive and this will have serious implications for access, security and privacy.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-962	Diverting traffic away from the Main Street will have a negative impact on traders.	Please refer to Section 4.2
NTA-C9-962	I believe this proposal for Ballincollig will cause severe traffic at all times. The alternative roads will not cope with traffic diverted away from the village.	Please refer to Section 4.2
NTA-C9-962	Object to cutting down such a large amount of trees during a time when we are encouraged to keep the environment.	Please refer to Section 4.4
NTA-C9-978	I wish to object to the large number of trees being removed from Ballincollig.	Please refer to Section 4.4
NTA-C9-991	It is evident that the current Bus Connects proposal for the Model Farm Road is predominantly based on a desktop study. The traffic data and traffic surveys (pedestrians, vehicles, bikes, HGV's, buses) compiled during this time must be disregarded as they do not represent current activity. A detailed traffic survey must be carried out to understand current traffic flows in providing a feasible solution.	Please refer to Section 4.9
NTA-C9-1005	<p>The significant Cross-City traffic should be redirected away from Model Farm Road at the Poulavoune Roundabout and Inchigaggin Lane towards Carrigrohane Road and the N22.</p> <p>It would also be beneficial to consider Contra flow or combined bus and cycle lanes.</p> <p>It is our opinion that only bus routes that serve Model Farm Road (205 and 220) should travel this route to and from Cork City Centre. It is apparent that other long distance bus routes including the Macrooom bus service should be redirected to more suitable roads including the Carrigrohane Road and the South Link Road.</p> <p>An alternating eastbound and westbound bus lane on this section of the Model Farm Road would significantly reduce the land acquisition requirements and associated capital costs.</p> <p>Please consider Signalled Controlled Priority for Buses with an alternating bus lane as opposed to a full dedicated bus lane in each direction.</p>	Please refer to Section 4.10
NTA-C9-1005	<p>The plan effectively promotes higher volumes of all modes of transport on a route that cannot cater for its current traffic load, where there is no potential to cater for further traffic volumes from Dennehy's Cross on the city inbound routes along both College Road and Victoria Cross Road.</p> <p>There is great opportunity to reduce vehicle traffic congestion considerably along the city end section of Model Farm Road; most notably direct vehicle access must be provided to MTU from the Curraheen Interchange on the South Link Road.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1005	A detailed traffic survey must be carried out to understand current traffic flows in providing a feasible solution.	Please refer to Section 4.9
NTA-C9-1005	The Bus Connects corridor as proposed will seriously detract from the current streetscape along this section of the Model Farm Road.	Please refer to Section 4.3
NTA-C9-1008	Adding an additional lane of roadway may have an impact on increasing anti-social behaviour as streets take on less of a habitated and residential atmosphere and we get an increase in breaking and burning of bus shelters.	This comment is noted
NTA-C9-1008	Scheme operating under assumption that providing an extra lane of traffic will alleviate the congestion of buses. However it fails to really understand and address the main root cause of traffic jams	This comment is noted
NTA-C9-1008	The consolidation of all Ballincollig routes down the congested model farm road is bewildering and goes against the feedback given by the majority of residents of Ballincollig/Ovens who generally prefer the quick and direct 220X route down the Carrigrohane straight which appears to be eliminated under this proposal. This would provide a quicker and more efficient link to connecting bus services in the city for the majority of Ballincollig & Ovens residents and decouple the need to bring these passengers unnecessarily through the Model Farm Road.	Please refer to Section 4.10
NTA-C9-1008	In the Poulavone section (East to West direction), the bottleneck is primarily due to backup of traffic turning right to the Old Fort road at ALDI and provision of an extra bus lane which ultimately ends up in this same bottleneck does little to speed up the bus route. Would the plan to restrict car traffic into the town centre yield the same benefit here? If car traffic is allowed to free flow right onto the Old Fort road it's likely buses and all traffic will flow with greater ease without needed to add an extra lane of tarmac to the main street in Poulavone. This traffic hold up is made worse by the confused junction at Leo Murphy road and by little options for parents who must hover when dropping and collecting children from Cholaise Choilm at peak times.	Please refer to Section 4.2
NTA-C9-1008	In the Poulavone section (West to East direction), the bottleneck's root cause is lack of free flow traffic down through the Carrigrohane junction and travelling in the Blarney/ Kerry Pike direction. This area has gained a lot of housing without any road infrastructure development to support increased traffic volume. It would be worth evaluating if improving the traffic prioritisation at the Carrigrohane junction and the design of the Lee Road/R579/R618 junction would allow free flow of traffic and buses here.	Please refer to Section 4.10
NTA-C9-1008	I see no reference to traffic calming measures as part of this scheme. Currently cars can speed along the main road in Poulavone and my family and I have frequently encountered close calls at the pedestrian lights as cars travelling at excess speed are challenged to slow sufficiently and brake for pedestrian and cyclists to cross and have frequently broken these red lights.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1008	The plan to upgrade the Poulavone roundabout to be cycle and pedestrian friendly is one I support as the current cycle workarounds (multiple road crossings using pedestrian lights) are inefficient.	Please refer to Section 4.6
NTA-C9-1008	Direct route to the city: there is ample space to develop a bike corridor in land that is either publicly owned or that is undeveloped along by the river Lee. The network needs to be joined up properly (and endorsed by people who actually cycle) to make this a viable option for commuting. There are no proposals for secure bike parking in the urban areas which is also a significant hurdle for cyclists. Bikes – including electric bikes are a considerable cost and secure parking is an essential provision.	Please refer to Section 4.10
NTA-C9-1008	If this plan put the emphasis on making meaningful and significant improvements to deliver a safe, secure and logical cycle network it would achieve all of the objectives the plan set out to deliver with minimal negative impact on the built environment, people’s properties, etc. Increased uptake of cycling would reduce cars on the road, enable buses (which should still use both routes to the city) to achieve on time schedules and encourage footfall for urban small businesses and enhance the community in the process.	Please refer to Section 4.10
NTA-C9-1008	The removal of vast amounts of gardens and green spaces, mature trees, etc in favour of a wide additional layer of polluting and carbon and emission emitting tarmacadam. Has the Carbon cost benefit analysis for this proposal been calculated? Can we see this calculation which should identify if the plan meets this objective? Has an EPA evaluation been performed to determine the projected difference in air pollution and acoustic impact on the residential areas? Can we see this calculation?	Please refer to Section 4.4
NTA-C9-1008	Adding an additional lane of roadway contributes significantly to the noise pollution for residents and road users. Adding a lane of tarmac adds noise and fumes to our residential environment combined with removal of the green space that currently buffers this noise and provides area for some urban biodiversity.	Please refer to Section 4.11
NTA-C9-1008	The objective that is conspicuously missing from this plan is the consideration for the inhabitants quality of life and related well-being.	This comment is noted
NTA-C9-1008	Adding an additional lane of roadway is an invitation for excessive speed and increased danger for pedestrians. Adding an additional lane of traffic creates a critical safety risk by impacting every gate and exit along the impacted side of the road by removing the line of sight onto the footpath and cycle lane. Currently the Poulavone main road is a haven for runners, joggers and dog walkers at all times of day and night as well as plenty regular pedestrians, residents and cyclists.	Please refer to Section 4.1
NTA-C9-1008	I am very supportive of the efforts to develop greater sustainable transport options. I agree with the car traffic reduction aspect to the plan through Ballincollig town itself and think that this will make the town centre a much nicer community space.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1013	Please ensure that Coolroe Meadows is included in the plans to ensure a cycle lane solution is found to ensure access to the future site of Ballincolligs' new primary and secondary schools.	This comment is noted
NTA-C9-1013	Access to the village should rightly be limited to private cars as there are two alternative routes to bypass the village with plenty of off-street parking available.	Please refer to Section 4.6
NTA-C9-1013	Implement school zones on Schools on and off the route	Please refer to Section 4.10
NTA-C9-1022	Access and egress from property will become more dangerous. Under current proposals, must cross three lanes to turn right. This will lead to more accidents on the road	Please refer to Section 4.5
NTA-C9-1022	The placement of lights on the road will increase traffic congestion.	Please refer to Section 4.2
NTA-C9-1022	Removal of trees and shrubs which provide a sound barrier and aid the environment and wildlife. Increased noise pollution due to the increased proximity of traffic to residents properties	Please refer to Section 4.4
NTA-C9-1022	Potential land acquisition from front of the property would remove all trees and shrubs which provide a sound barrier from traffic. Road will be closer to the house by 4-5 metres	Please refer to Section 4.3
NTA-C9-1022	Access and egress to property to become more dangerous. Increase in the number of lanes results in more lanes to cross when accessing property and increases danger when trying to cross the road as a pedestrian	Please refer to Section 4.5
NTA-C9-1022	Query if there has been a Health and Safety Risk Assessment and request to share the findings	Please refer to Section 4.9
NTA-C9-1037	A positive alternative would be diverting the buses down the Old Fort Road and out at Eastgate. This would take significant traffic from the Main Street, allowing parking to continue and to facilitate all members of the population.	Please refer to Section 4.10
NTA-C9-1037	Elderly people need to attend the office which has been designed for their benefit such as they are facilitated by a lift to our meeting rooms. Some of our clients drive themselves to the office and avail of parking in the Old Square or on the Main Street.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1037	Poulavone junction currently operates very efficiently. There is rarely a backup of traffic at this junction which carries a massive amount of traffic from the North to the South as well as East to West. The proposal to signalise this junction will lead to huge delays at peak times	Please refer to Section 4.2
NTA-C9-1037	Ballincollig needs people to continue to come to the town centre, shop there, go to cafes and avail of the wonderful services that have been in existence here for many years.	Please refer to Section 4.2
NTA-C9-1042	Bus Connects suggests removing the roundabout at Poulavone and replacing it with a junction, similar to the removal of the Westend roundabout that resulted in a serious increase of traffic congestion ever since.	Please refer to Section 4.2
NTA-C9-1042	<p>The nature of our business requires motorised access for our customers in our outlet in the Old Square in Ballincollig</p> <p>The removal of parking will discommode elderly regarding access to 3 pharmacies and 2 medical surgeries and 2 opticians on the main street</p> <p>Customers must travel through diverted routes. Movement of stock between outlets will also be affected by new traffic routing.</p> <p>This proposal will cut off direct vehicular traffic from the centre of Ballincollig. As I have already outlined, it will increase costs for businesses such as mine, for whom accessibility becomes a problem.</p> <p>Removing the approx 68 car parking spaces will also damage the attractiveness of businesses on Main Street in Ballincollig</p>	Please refer to Section 4.6
NTA-C9-1042	Under the proposals, traffic travelling west is to turn left onto Harrington Street, travel on Baker Street (passing a car park). Where Baker Street meets Station Road is already a pinch point. Existing traffic problems will be exacerbated by any additional traffic coming from the east of Ballincollig.	Please refer to Section 4.2
NTA-C9-1042	<p>Ballincollig was an army settlement. People knew it as having army barracks on one side of the street and a row of shops on the other.</p> <p>Along the main street, one sees many small and medium enterprises, which are owner operated and synonymous with what you see in an old market town.</p> <p>I fear the proposed changes in Bus Connects threaten this development.</p>	Please refer to Section 4.13
NTA-C9-1042	This plan aims to send traffic via Old Fort Road, and Harrington Street, depending on the destination. This traffic will create a degree of danger for anybody wishing to cycle in those areas.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1042	The roundabout is a tremendous hub also for biodiversity and is home to several beehives	Please refer to Section 4.11
NTA-C9-1042	The removal of all parking spaces and set down on main street will have a detrimental effect on trade in the town.	Please refer to Section 4.6
NTA-C9-1042	Proposals involve the felling of 373 mature roadside trees.	Please refer to Section 4.4
NTA-C9-1042	This is not the most level and direct route for access to the city that would be the Straight Rd	Please refer to Section 4.3
NTA-C9-1042	Diverting more traffic through Old Fort Road creates a traffic safety concern for students using the crossing of Colaiste Choilm secondary school at the East Gate at peak times.	Please refer to Section 4.1
NTA-C9-1042	There is a funeral home on Harrington Street. It is not unusual for crowds from a large funeral to spill out from their premises onto the street. A large funeral creates a danger before one adds in any additional traffic.	Please refer to Section 4.1
NTA-C9-1042	Major safety issues will arise for car park users then they will finally reach Station Road. I would ask what risk assessment report has been carried out for this proposal?	Please refer to Section 4.1
NTA-C9-1067	Tesco Ireland store at Dennehy's Cross is serviced by articulated heavy goods vehicles - Tesco Ireland respectfully requests that the current function of Magazine Road loading bay be retained and that turning movements for articulated vehicles are catered for safely in the design of R641 Wilton Road / Magazine Road junction.	The loading bay at this location will be generally retained in its current location.
NTA-C9-1067	Current arrangement enables delivery vehicles to Dennehy's Cross store to safely use the existing loading bay on Magazine Road which is critical to the operation of the store. Tesco Ireland respectfully requests that the current function of Magazine Road loading bay be retained and that turning movements for articulated vehicles are catered for safely in the design of R641 Wilton Road / Magazine Road junction.	The loading bay at this location will be generally retained in its current location.
NTA-C9-1079	The proposal denies access to the main shopping area of Ballincollig through Station road to a large section of the population. Objection to the diversion of traffic from Main Street.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1086	The driveway and parking area is currently steep and sloping in this proposed plan that would make it impossible to enter and exit the dwelling safely.	Please refer to Section 4.5
NTA-C9-1086	My property has been seriously devalued by this proposal and it effectively unsaleable for the foreseeable future as a result of this plan.	Please refer to Section 4.8
NTA-C9-1086	Can you outline what option appraisals were undertaken? I would request that a proper assessment of the CSTC is completed and other options be reviewed to improve the transport corridors in Cork.	Please refer to Section 4.9
NTA-C9-1086	The potential land acquisition would be in effect acquisition of the complete front garden.	Please refer to Section 4.3
NTA-C9-1089	A number of properties to the East of Colasite Choilm have poor visibility for vehicles trying to exit their property. The proposal to move the front boundary wall of these house substantially inwards will make this situation even worse.	Please refer to Section 4.5
NTA-C9-1089	There is a serious risk of one of the 1360 students in Coliste Choilm being hit by a vehicle attempting to exit their property with poor visibility onto a very busy road.	Please refer to Section 4.1
NTA-C9-1096	Taking away much needed car spaces in the village will undoubtedly be detrimental to business and act as a disincentive for people to shop locally.	Please refer to Section 4.6
NTA-C9-1096	I am objecting to the proposal to allow buses and cyclists only through the main street of Ballincollig and proposed plans to divert traffic through a public car park.	Please refer to Section 4.2
NTA-C9-1096	The proposed flow of traffic will be most damaging to the environment and will serve to perpetuate climate change. The few people who chose to still access ballincollig village will be forced to sit in their cars in traffic for longer periods due to traffic congestion.	Please refer to Section 4.2
NTA-C9-1096	The proposed removal of mature well established trees is absolutely unacceptable given the value they add to the village.	Please refer to Section 4.4
NTA-C9-1096	There is a high risk of injury to those walking in the car park. Concerns over cyclist safety due to traffic volume	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-1097	Inappropriate and unnecessary bus route proposal.	This comment is noted
NTA-C9-1097	Will cause severe traffic congestion in an already challenged area	Please refer to Section 4.2
NTA-C9-1102	The place where the bus service gets delayed is from the junction at Carrigrohane Castle	This comment is noted
NTA-C9-1102	Objection to the removal of heritage walls	Please refer to Section 4.14
NTA-C9-1102	The removal of flower beds and roundabout with flora and fauna is detrimental to the living landscape and make our beautiful town like a concrete/tarmac jungle.	Please refer to Section 4.4
NTA-C9-1102	Objection to the removal of mature trees	Please refer to Section 4.4
NTA-C9-1108	Its a small town with a diversity of disabilities within the town which need spaces for easy access to shops and businesses.	Please refer to Section 4.6
NTA-C9-1108	The impacts it will have on surrounding business is devastating.	Please refer to Section 4.13
NTA-C9-1108	Objection to not being able to drive through Ballincollig village	Please refer to Section 4.2
NTA-C9-1108	This will have a huge impact on school drop off and collection times.	Please refer to Section 4.2
NTA-C9-1112	Local businesses will be highly impacted	Please refer to Section 4.13
NTA-C9-1112	The removal of parking spaces on the Main Street will only create further problems a few streets away,	Please refer to Section 4.6
NTA-C9-1112	I do not think that the removal of so many trees will benefit our town or the environment.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1122	I would like to suggest congestion charges as an alternative. Every car must pay 2 euros (or bus fair equivalent) to travel through them.	Please refer to Section 4.10
NTA-C9-1122	The proposed entry would make a no man's land out of the south east corner which would lead to antisocial behavior	This comment is noted
NTA-C9-1122	The removal of traffic slip lanes is also very welcome as is the reduction in size of the junctions.	Please refer to Section 4.6
NTA-C9-1122	Please do not put bus lanes where they are not required.	This comment is noted
NTA-C9-1122	Map 8 Bus lane going East is redundant. Going east and turning right on to Flynn's road makes this junction extremely dangerous for users. I don't believe the existing plan addresses this, could traffic lights be considered?	Traffic signals are not currently proposed at this location.
NTA-C9-1122	Bus corridors are counter productive where they are not needed.	This comment is noted
NTA-C9-1122	The westbound route bus lane is not required until after the Oriel	This comment is noted
NTA-C9-1122	Traffic often encroaches on the existing bike line. Removing the traffic slip lane traveling from the east direction to the old fort road is a great idea.	Please refer to Section 4.1
NTA-C9-1122	Support for segregation of cycle lane from vehicular traffic	Please refer to Section 4.6
NTA-C9-1122	Support for the removal of West bound pinch point just past the Maxol Station	Please refer to Section 4.6
NTA-C9-1122	Bus stop islands are a great idea	Please refer to Section 4.6
NTA-C9-1122	The general slimming of the road to a consistent 3m is an excellent decision.	Please refer to Section 4.6
NTA-C9-1122	Move bus stop by a meter on either side	This comment is noted
NTA-C9-1122	Objection to the removal of trees	Please refer to Section 4.4
NTA-C9-1122	Camera monitoring is required for bus corridors	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-1122	24 hour camera monitoring of bus lane is required	This comment is noted
NTA-C9-1122	Keep the pedestrian crossing	This comment is noted
NTA-C9-1122	Moving the pedestrian lights to the East of the junction with Coolroe Heights as it would better suit the flow of pedestrians going to and from the park.	Please refer to Section 4.10
NTA-C9-1122	Support for the addition of the path through Westgrove	Please refer to Section 4.6
NTA-C9-1122	Bus corridors may lead to excess speeds	Please refer to Section 4.1
NTA-C9-1136	Our village and 24 hour bus route do not need any changes.	This comment is noted
NTA-C9-1136	Objection to the removal of trees	Please refer to Section 4.4
NTA-C9-1145	Access and exit from this property will be more difficult	Please refer to Section 4.5
NTA-C9-1145	Increased noise pollution levels, air pollution levels and light pollution as traffic gets closer to the property. Privacy and security concerns also increase	Please refer to Section 4.11
NTA-C9-1145	Concern that the property may be damaged by vibrations from construction works	Please refer to Section 4.11
NTA-C9-1145	Objection to the removal of parking as there is no alternatives	Please refer to Section 4.6
NTA-C9-1145	Reduced garden size will also reduce property valuation	Please refer to Section 4.8
NTA-C9-1145	Objection to the removal of front garden	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1151	We counted 2 bikes on Saturday going through the village in 3 hours	This comment is noted
NTA-C9-1151	The older people and the people working in a ballincollig are been effected by this	This comment is noted
NTA-C9-1151	Objection to the removal of trees	Please refer to Section 4.4
NTA-C9-1152	There are already numerous buses - many at less than 20% capacity all day - apart from peak times	This comment is noted
NTA-C9-1152	We and five other properties - from the Rendezvous Bar to the lodge coming onto the road opposite the Petrol Station - are going to be negatively impacted for the sake of less than 200 metres of bus lane. The bus will then be forcing itself back into the main traffic less than 200 metres further along - causing major back ups	Please refer to Section 4.3
NTA-C9-1152	Commuters from the outer regions should be served with a rapid bus route to the city centre. The Carrigrohane Straight Road is the obvious answer to getting Ballincollig residents to the city	Please refer to Section 4.10
NTA-C9-1152	Objection to the knocking down of dozens of beautifully built walls	Please refer to Section 4.14
NTA-C9-1152	Objection to the removal of dozens of trees	Please refer to Section 4.4
NTA-C9-1152	Objection to potential land acquisition of a large number of gardens. Objection to potential land acquisition of the landowners property.	Please refer to Section 4.3
NTA-C9-1152	A complicated road situation will bring major safety issues. The bus suddenly pulling in off the main road after Rendezvous Pub, causing major safety issues for residents trying to exit/enter their property, We cannot turn our car in our driveway so we have to enter or exit in reverse - this is going to be very dangerous to cyclists and ourselves.	Please refer to Section 4.5
NTA-C9-1163	Proposed signalisation of Inchigaggin/MFR and Church hill/MFR junctions.	Please refer to Section 4.10
NTA-C9-1163	College Road onto Donovan's is not suitable for high frequency bus service	This comment is noted
NTA-C9-1163	Consider the need for public access to UCC and Bon Secours Hospital	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-1163	Is it proposed to have only bus and cycle traffic only at peak times with local traffic only at College Road onto Donovan's?	Further consideration will be given to bus gate hours of operation at the next design stage
NTA-C9-1163	Dennehy's Cross Junction currently a major bottle neck and requires development to gain efficiency.	This comment is noted
NTA-C9-1163	Suggest pedestrian bridges/tunnels to remove pedestrian crossing from busy traffic thoroughfare	This comment is noted
NTA-C9-1188	Access to a vehicle and travel by car is required for school, doctor, physio and preschool for disabled child. Parking must be available at these locations	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-1188	Current traffic and congestion levels are very high. Proposed traffic diversions will lengthen journeys and increase congestion. Objection to the removal of car lanes at Westcliffe	Please refer to Section 4.2
NTA-C9-1188	Objection to the removal of trees	Please refer to Section 4.4
NTA-C9-1191	Increased traffic in Ballincollig town will cause people to avoid the town causing damage to our local businesses	Please refer to Section 4.2
NTA-C9-1191	As a cyclist I can see without doubt that more cycle lanes are not needed as the loss of those filter lanes will back up traffic for long periods of time	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1191	Objection to the removal of trees as it would be a huge loss to the town both aesthetically and as a carbon sink	Please refer to Section 4.4
NTA-C9-1195	The service which we have at present is effective and works well for all residents travelling for work and to the city centre for shopping etc	This comment is noted
NTA-C9-1195	The removal of the filter lanes giving way to traffic around the inniscarra road to ballincolig and equally the route from ballincolig to the inniscarra road/ ballincolig regional park will have a huge negative impact to traffic in the area	Please refer to Section 4.2
NTA-C9-1195	Objection to the removal of trees	Please refer to Section 4.4
NTA-C9-1196	Bus Éireann cancel anumber of buses due to inability to provide logistics.	This comment is noted
NTA-C9-1196	Proposals will have a negative impact on the historic village business as people will just use the motorways to go to outlet centres like Mahon Point.	Please refer to Section 4.13
NTA-C9-1196	No public transport gain will be made out of this as buses move quite quickly through Ballincollog even in the rush hour. Any delays to buses occurs elsewhere and not in the town. This plan will impede buses as a lot of normal traffic will gridlock because of no right turns.	Please refer to Section 4.2
NTA-C9-1196	Please do not destroy Ballincollog town by running a thoroughfare coach and horses through it.	This comment is noted
NTA-C9-1206	If this project goes through in its present format many businesses will face closure On Main St. and center of Baliincollog there several essential services which require easy access i.e. parking spaces Old Square off Main St. All of the residents and businesses will need access and exit for their clients and customers also Emergency Services - deliveries and all other essential services.	Please refer to Section 4.13
NTA-C9-1206	Objection to traffic diversions from Main Street to Old Fort Road Objection to traffic diversions at Harrington Street Objection to traffic diversions through car park onto Station Road. The car park was never designed as a through way for traffic	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1206	Proposed bus gate location will cause major disruption and needs to be changed.	Please refer to Section 4.2
NTA-C9-1206	It is in the interest of all to make cycling secure and safe	This comment is noted
NTA-C9-1206	Objection to the removal of trees in Ballincollig	Please refer to Section 4.4
NTA-C9-1206	Safety concerns over the diversion of traffic from Main Street to Old Fort Road Safety concerns over the diversion of traffic through car park and onto Station Road	Please refer to Section 4.2
NTA-C9-1206	Risk and Safety Assessments should be carried out in appropriate locations	This comment is noted
NTA-C9-1217	Improve access to schools to remove pinch points during peak hours	Please refer to Section 4.5
NTA-C9-1217	As for improving travel times, bus lanes are not the solution. Improving access to the schools is. The proposed bus lanes contain additional pinch points such as additional traffic lights	This comment is noted
NTA-C9-1217	The buses which I use regularly are rarely full If the route serviced bishopstown was a separate route to ballincollig and beyond these could be serviced via the Carrigrohane Road where the infrastructure could be changed with far less impact	This comment is noted
NTA-C9-1217	Concern over demand for cycle lanes due to the weather	This comment is noted
NTA-C9-1217	The built environment is responsible for 75% of global greenhouse emissions. The level of building and changes to infrastructure for this proposal is unlikely to be offset by the potential benefits of an improved bus service	This comment is noted
NTA-C9-1220	Concern over the plan to have a one way system around the village due to the increased traffic it will bring to the old Fort Road which will increase car journey times. The removal of the right turning filter lanes will have the same effect in the west village.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1220	Proposals will add major disruption to Ballincollig village during construction	Please refer to Section 4.2
NTA-C9-1220	The removal of over 300 trees can not be good for the environment.	Please refer to Section 4.4
NTA-C9-1220	Traffic diversions may cause a safety issue to the children walking and cycling.	Please refer to Section 4.1
NTA-C9-1246	Current bus system is adequate. Anytime that I use the bus service I have found it efficient and in general I find that it is not held up by traffic.	This comment is noted
NTA-C9-1246	Objection to the signalisation of the Poulavone Roundabout. Delays at the Poulavone Roundabout originate from the traffic lights at the start of the Straight Road and sometimes the junction at Leemount Cross.	Please refer to Section 4.10
NTA-C9-1246	Preference for a direct route to the city centre from Ballincollig with fewer stops like the 220X. I believe that one bus every half hour or so on the Straight Road would suffice.	Please refer to Section 4.10
NTA-C9-1246	I think that the proposed plan will result in a backlog of traffic in areas where traffic is not held up at present	Please refer to Section 4.2
NTA-C9-1246	The main issue that I have with the cycle lanes at present is the lack of maintenance.	This comment is noted
NTA-C9-1246	I believe that most people who cycle to the city from Ballincollig take the Straight Road instead of the Model Farm Road so if cycle lanes are to be upgraded, I would prefer if they were improved on the Straight Road.	Please refer to Section 4.10
NTA-C9-1246	I think that the proposed plan will lead to more emissions going into the atmosphere.	Please refer to Section 4.11
NTA-C9-1246	The last time that major roadworks were carried out on the Main Road in Ballincollig it led to long delays in the area, antisocial behaviour and difficulty accessing partially blocked driveways on the road.	Please refer to Section 4.5
NTA-C9-1246	I also feel that the width of the paths proposed are also over the top in some areas.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1246	The period for submissions could be extended.	Please refer to Section 4.9
NTA-C9-1246	Concern over car doors being opened and pedestrians exiting cars onto cycle lanes especially by Coláiste Choilm	Please refer to Section 4.1
NTA-C9-1246	The entrances to many local estates are being choked up as parents search for a place to set down or collect their children. This is dangerous for pedestrians and cyclists in the area	Please refer to Section 4.1
NTA-C9-1246	Has a cost benefit analysis of this project been carried out? Have you carried out an environmental impact study that the public can view? Is there any evidence that creating bus lanes will reduce the number of cars on the road?	Please refer to Section 4.9
NTA-C9-1252	Assess the possibility of running the route along the Carrigrohane Road and connecting into the Poulavonane Roundabout. Improvements to infrastructure (with a possibly tie in with a future Lee to Sea Greenway) would make this a very attractive active travel route.	Please refer to Section 4.10
NTA-C9-1252	I especially welcome improvements to cycling infrastructure. The main barrier to more people cycling in Ballincollig is safety and the lack of a connected cycle lane network.	Please refer to Section 4.6
NTA-C9-1252	The inclusion of floating bus stops is an excellent design	Please refer to Section 4.6
NTA-C9-1252	I would request that when absolutely necessary to remove trees to accommodate the plans, that at least two trees are planted to compensate.	Please refer to Section 4.4
NTA-C9-1252	I welcome the plans to improve walking, cycling and public transport infrastructure in the Ballincollig area.	Please refer to Section 4.6
NTA-C9-1259	Consider making Ballincollig Main Street one way west bound with eastbound traffic using Old Fort Road from the traffic light junction at Tesco/Muskerry estate.	Please refer to Section 4.10
NTA-C9-1259	Reliability issues with the 220. Buses not arriving in a timely manner, with large gaps in service and then multiple buses arriving at once. Buses that are full not being able to stop is an issue especially at peak hours. Please consider increasing the frequency of the 220X to help alleviate some of these issues	This comment is noted
NTA-C9-1259	The introduction of more cycle lanes through the village is a welcome initiative.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1259	There is a possibility of an corresponding increase in property prices as living on a reliable, frequent and main commuter route into the city would be very beneficial. Has any research been done on such outcomes?	Please refer to Section 4.9
NTA-C9-1259	With the removal of trees being so contentious maybe a plan should be to show that alternate trees will be planted to off set this removal.	Please refer to Section 4.4
NTA-C9-1259	A small portion of our garden possibly be required. We would like that the finish of our new boundary and the associated works would be to a high standard with an appropriate finish	Please refer to Section 4.3
NTA-C9-1259	Request is that his new boundary would be finished to a high standard and that the new boundary would be a wall offering appropriate support to the high bank that will be left, with a stone finish	Please refer to Section 4.3
NTA-C9-1259	More engagement with the communities would have been useful	Please refer to Section 4.9
NTA-C9-1259	Please display what other options have been considered	Please refer to Section 4.9
NTA-C9-1259	I think this is a very progressive document - and highlights the difficulty in making positive changes for the next generation.	Please refer to Section 4.6
NTA-C9-1259	Support the premise of the plan and believes change is necessary in order to provide sustainable transport measures for future generations.	Please refer to Section 4.6
NTA-C9-1264	Journeys from Cork back to our estates by way of the Bypass involve a right turn into the estate[s] on the very busy Cork-Macroom Road. Currently this turn is facilitated by a right turn lane at the estate[s] entrance just beyond the Old Quarry Apartments. Removal of this turn would increase the risk of serious RTAs for residents	Please refer to Section 4.2
NTA-C9-1264	The improving bus service to Ballincollig has been a positive development over recent years and has resulted in increased use of public transport and provided evidence that good transport infrastructure will be availed of when it is put in place.	Please refer to Section 4.6
NTA-C9-1272	As a primary cycle route, both under CMATS and the Cycle Network Strategy, the need for cycle lanes and appropriate junction treatments is also clear and these should be continuous.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1272	On the Model Farm Road by Inchagaggin Bridge, the depicted junction is narrow, a crossing is badly needed here	This comment is noted
NTA-C9-1272	There is a clear need for improved public transport on the Ballincollig to City Centre route, and the proposed scheme will go a long way to achieving that	Please refer to Section 4.6
NTA-C9-1272	The proposals for Ballincollig Main Street are to be welcomed. There is ample parking in the vicinity of main street, and has good alternate car routes. The installation of a bus gate and removal of on street parking is to be welcomed.	Please refer to Section 4.6
NTA-C9-1284	Objection for the new bus routes on the main street of ballincollig as this will be detrimental to businesses	Please refer to Section 4.13
NTA-C9-1300	The old Forge Road could be used to facilitate a cycle route and improve traffic flow through the main street. The back Killumney Road to the south could be used to facilitate cyclists in a westerly direction with easy access to the village center via Station Rd and O Flynn Road .	Please refer to Section 4.10
NTA-C9-1300	Objection to the removal of trees and Old Barrack walls	Please refer to Section 4.14
NTA-C9-1300	Having a cycle lane through the entire village in both directions is restrictive to general traffic flow. Having a cycle lane on Model farm Rd is not practical.	This comment is noted
NTA-C9-1300	Objection to the removal of over sixty trees	Please refer to Section 4.4
NTA-C9-1330	Potential land acquisition will make it more difficult for me to enter, exit and turn my car within my property in a safe manner.	Please refer to Section 4.5
NTA-C9-1330	If College Road is widened, it will become a rat run for traffic to and from the city centre, leading to further congestion and danger to pedestrians and cyclists.	Please refer to Section 4.2
NTA-C9-1330	Closer proximity of vehicles to front door will have a negative impact on the quality of life and ability to work from home, with additional noise, vibration, and air pollution coming from College Road.	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1330	If the road widening goes ahead, my house will lose attractiveness and will be de-valued	Please refer to Section 4.8
NTA-C9-1330	Objection to the proposal is to remove front and side garden walls, hedging car parking spaces, turning space, garden space and recreational area.	Please refer to Section 4.3
NTA-C9-1333	Reestablish modal filter with bollards in the road between Carrigdenne and Harrington Street on the road connecting Carrigdenne to Harrington St/Times Square	Please refer to Section 4.2
NTA-C9-1335	Objection to the loss of driveway space which will remove the ability to turn car inside property and drive out onto College Road safely	Please refer to Section 4.5
NTA-C9-1335	Western Road should be retained as the main corridor as it already has the width required and for the most part, the bus lanes in place. College Road is completely unsuitable for as a bus corridor.	Please refer to Section 4.10
NTA-C9-1335	The proposed changes will bring vehicles closer to the front door and will increase noise, vibrations and air pollution. Noise levels will impact people hugely who are working and studying at home.	Please refer to Section 4.11
NTA-C9-1335	Objection to the removal of parking spaces	Please refer to Section 4.6
NTA-C9-1335	Objection to the removal of trees and hedging	Please refer to Section 4.4
NTA-C9-1335	Objection to the proposal to remove front wall, mature trees, garden area and hedging	Please refer to Section 4.3
NTA-C9-1336	Concern over access of services to the property. Access concerns in case resident becomes a wheelchair user in the future	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-1336	Recommend that the Straight Road be serviced, perhaps, every half hour. There are hills on the Model Farm Road and therefore most cyclists access the city via the Straight Road. I would recommend that the cycle lanes on the Straight Road be upgraded and maintained to a high standard.	Please refer to Section 4.10
NTA-C9-1336	Objection to the signalisation of the Poulavone Roundabout. Consider the Dutch style roundabout. Traffic lights on the proposed new junction would cause a backlog in traffic	Please refer to Section 4.10
NTA-C9-1336	Objection to the proposed eastbound bus lane from the junction of Leo Murphy Road/Link Road to Coláiste Choilm. There is no problem with the east bound traffic. For 100m of unnecessary bus lane you are going to severely impact several private properties	Please refer to Section 4.10
NTA-C9-1336	The cycle lanes which are currently in place are poorly maintained since wands were put in place in this area in October 2020	This comment is noted
NTA-C9-1336	Increasing the width of the cycle lanes and pathways to 2 metres is excessive for the Main Road in Ballincollig.	Please refer to Section 4.3
NTA-C9-1336	Moving traffic closer to the home will increase exposure to environmental sound and disturbances.	Please refer to Section 4.11
NTA-C9-1336	Being able to host family, friends and relations is important for social and mental health. An inability to host and accommodate these visitors as a result of property being taken	Please refer to Section 4.3
NTA-C9-1336	Concern over gateway being blocked for an extended period of time, major delays in traffic in the area and the noise and dust from the work being carried out	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1336	Concern over potential property devaluation	Please refer to Section 4.8
NTA-C9-1336	Retain position of lamppost that is just outside my garden. The light illuminates the garden and the front at night and it is of great assistance when returning home at night. This light is protection for the home.	This comment is noted
NTA-C9-1336	Increasing the width of the cycle lanes and pathways to 2 metres is excessive for the Main Road in Ballincollig.	This comment is noted
NTA-C9-1336	Objection to potential land acquisition. Loss of a portion of garden would negatively impact social value of the garden and health and wellbeing. Concern over how the project will impact the appearance of the front of the house	Please refer to Section 4.3
NTA-C9-1336	Demand for a longer period of time to be given for submissions as the consultation period was during the summer when some people were away	Please refer to Section 4.9
NTA-C9-1336	Demand for traffic survey and environmental impact study to be carried out	Please refer to Section 4.9
NTA-C9-1345	Objection to potential land acquisition that will remove the ability to turn car within the driveway which will increase the difficulty of egress onto College Road	Please refer to Section 4.3
NTA-C9-1345	I am also concerned about the increased levels of noise and vibrations if the traffic is closer to my house. The buses already cause considerable noise and vibrations to my house and my windows rattle every time a bus passes.	Please refer to Section 4.11
NTA-C9-1345	Objection to the removal of parking	Please refer to Section 4.6
NTA-C9-1345	Objection to potential land acquisition of front wall and garden	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1345	There will also be an increased level of traffic on College Road West, which will make it even more dangerous for both students and residents in the area. This is a residential area with a lot of families and elderly.	Please refer to Section 4.1
NTA-C9-1349	Proposals will reduce business in the village	Please refer to Section 4.13
NTA-C9-1349	Proposals may congest the already busy alternative routes from Main Street	Please refer to Section 4.2
NTA-C9-1349	Objection to the removal of trees in Ballincollig Main Street	Please refer to Section 4.4
NTA-C9-1374	Vehicular access to, and parking in Ballincollig Village is required to access essential services for some persons that must be considered	Please refer to Section 4.2
NTA-C9-1374	I object to the removal of Poulavone Roundabout in Ballincollig, as it will make the junction dangerous for motorist's, as there is no problem with the way the traffic is flowing through there at present.	Please refer to Section 4.2
NTA-C9-1374	Objection to the proposed changing of traffic lanes in Ballincollig.	Please refer to Section 4.2
NTA-C9-1374	I object to cutting down our beautiful trees, which are so vital to our environment in Ballincollig.	Please refer to Section 4.4
NTA-C9-1374	I object to taking people's gardens and property to make way for bus lanes and cycle lanes.	Please refer to Section 4.3
NTA-C9-1378	Support for removal of roundabout in Ballincollig	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1378	I agree with the changes. I really want better bus service in the area as it is my main mode of transportation. These new bus corridors and other modifications will benefit everyone.	Please refer to Section 4.6
NTA-C9-1400	Unhappy with the number of trees being removed in Ballincollig.	Please refer to Section 4.4
NTA-C9-1410	Ballincollig GAA club is a major generator of both training drop off/pickup car traffic and match day traffic. Station Road and the Link Road also generate considerable traffic. There has been a rise in gridlock along the Model Farm Road and entry points to Ballincollig. Ballincollig is already gridlocked and that's before the new secondary school.	Please refer to Section 4.2
NTA-C9-1410	Consider provision for cycle ways around the village	This comment is noted
NTA-C9-1410	The plan doesn't take account of that movement in and around 'the village' particularly at school, collection, drop offs. In the proposals, designation for walkways/cycleways is limited to existing routes along the regional park and doesn't offer any real viable cycle/walkway routes for travel within Ballincollig Urban centre	This comment is noted
NTA-C9-1410	Redirecting car traffic on to Station Road and the Link Road, potentially makes it more dangerous and less viable to promote alternative travel options to schools	Please refer to Section 4.2
NTA-C9-1410	If we invest in sustainable travel options, we may be fortunate to retain 'the village' atmosphere and community for future generations. Lack of vision or impetus to change will only end up in Ballincollig being a grid locked, unhealthy, congested suburb, losing its sense of community.	Please refer to Section 4.6
NTA-C9-1414	There have also been suggestions that instead there will be a continuous white line outside this estate, which will make leaving and heading towards the city very difficult.	Please refer to Section 4.5
NTA-C9-1414	Concerns about the plans to greatly reduce traffic flow through Ballincollig town centre, in terms of access to shops and local business,	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1414	Concerned about the apparent lack of a right-turning lane into Coolroe Heights when heading towards Ballincollig from the west (i.e., Classes Lake direction).	Please refer to Section 4.2
NTA-C9-1414	Concerns about the plans to greatly reduce traffic flow through Ballincollig town centre, in terms of access to schools, shops and local business, and implications for transferring traffic congestion when commuting towards the city into other area.	Please refer to Section 4.2
NTA-C9-1415	As Castle Road will need to be widened substantially to service the new housing developments anyway, it would be far less controversial to include a single dedicated bus lane on this route. This would only require a single bus lane on the Old Macroom Road	Please refer to Section 4.10
NTA-C9-1415	<p>There are currently 4 bus stops on the section covered by Maps 5 & 6, 2 westbound, 1 east of the Coolroe Heights Junction, one at the western boundary of the Old Quarry Apartments. It appears that the proposal is to move the first of these west of the Coolroe Heights Junction, but no reference has been made to the second bus stop.</p> <p>While retaining the existing eastbound bus stop opposite Coolroe Heights, it would also appear that the intention is to move the existing eastbound bus stop westwards to the Wyndham Downs junction.</p>	Please refer to Section 4.12
NTA-C9-1415	A number of recent housing developments south of Castle Road are not on the map at all. As the bulk of new housing development in Ballincollig will take place south of Castle Road over the next 10 years, one wonders why no Public Transport Provision has been made in this plan to service these new developments.	This comment is noted
NTA-C9-1415	It would appear that the proposal would necessitate the removal of the existing beech hedge between the Old Macroom Road and Westcourt. Objection to the proposed removal of the long flowerbed and trees on the southern boundary of Westcliffe.	Please refer to Section 4.4
NTA-C9-1418	Proposals will have a negatvie impact on the whole of ballincollig business in town or anyone near the Main Street.	Please refer to Section 4.13
NTA-C9-1418	<p>Filtering traffic around ballincollig where there is commonly a lot of footfall. It will cause accidents.</p> <p>The funeral home where commonly the crowd would spill on the road and surrounding areas would be a massive hazard. again massive safety concerns</p>	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-1435	<p>The reduction in driveway space for many houses on this road will make vehicle entry and exit to properties more challenging and introduce safety issues with reduced line of sight for existing.</p> <p>Would no longer have the space and turning angle to complete the manoeuvring in my own driveway and I would be forced to reverse a large vehicle in or out of my driveway. Would require reversing across a pedestrian path, a cycle lane and two lanes of traffic.</p>	Please refer to Section 4.5
NTA-C9-1435	<p>Vehicle traffic restricted to 30km/hr as per an increasing movement across European countries and cities to protect people and communities. Speed bumps and other traffic calming measures to ensure traffic will find it difficult to travel above the speed limit. I note that Old Fort Road in Ballincollig already has a number of pedestrian crossings acting as speed bumps. More pedestrian crossings and the introduction of a zebra crossing where the right of a person to cross the road is not dependent on electrical support or correct functioning of a traffic light computer. In addition to the proposed new pedestrian crossings, the existing crossing outside Colaiste Choilm, Manor Hill, and down from Daffodil Fields should be maintained. Additional crossing will be ever more critical with a larger amount of tarmac to cross. Segregated cycle lanes should be put in place. The current non segregated sections are not safe to bring my children on Active speed sign posts to alert drivers when they break the speed limit.</p>	Please refer to Section 4.10
NTA-C9-1435	<p>The proposed change would bring the east bound lane 4 metres closer to the bedrooms my family sleep in and reduce the garden size. The proposals will bring air and noise pollution closer to the property.</p>	Please refer to Section 4.11
NTA-C9-1435	<p>Objection to the removal of trees</p>	Please refer to Section 4.4
NTA-C9-1435	<p>The pedestrian lights outside Manor Hill are routinely broken on red by speeding vehicles causing a serious risk to young and old with a traffic accident between two cars occurring here only in recent weeks.</p>	This comment is noted
NTA-C9-1435	<p>I registered for a one to one consultation but have not received a call back to date. I can only estimate that my property may be impacted by up to 4 metres of my front garden and parking area</p>	Please refer to Section 4.9
NTA-C9-1435	<p>As soon as eastbound vehicles pass Colaiste Choilm their speed increases in line with the road opening up and there are no calming measures in place. The proposed change on this section of road would only exacerbate this situation and create a huge area of tarmac facilitating drivers to travel at higher speeds</p>	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-1441	On the main street, can age friendly parking spaces be provided to allow access?	Please refer to Section 4.6
NTA-C9-1441	Please replant trees that are being removed and use mature trees instead of saplings when replanting	Please refer to Section 4.4
NTA-C9-1441	Where the bus stops are at the top of classes lake before Applegreen, could a toucan crossing be provided here, most people ignore the crossing at the lights as they take a very long time to allow pedestrians to cross	Please refer to Section 4.6
NTA-C9-1441	Support for the scheme, especially with dedicated bus lane through Ballincollig main street.	Please refer to Section 4.6
NTA-C9-1446	There is little enough space to egress from the property currently	Please refer to Section 4.5
NTA-C9-1446	Objection to the removal of parking without provision of alternatives for at least one car parking space per property	Please refer to Section 4.6
NTA-C9-1446	What provisions have been suggested for the servicing of property. What provisions are being put forward to protect and secure my vehicle.	Please refer to Section 4.5
NTA-C9-1446	Property built in 1932 when all concrete was mixed by hand. These houses were not designed to withstand heavy traffic.	Please refer to Section 4.8
NTA-C9-1460	<p>The benefits of having direct bus routes are brilliant as at the moment buses passing near us get stuck in traffic at several intersections -usually people in single vehicles.</p> <p>The additional segregated cycle lanes will be much needed as well. Currently I cycle 50% of the time I travel but i do worry about [personal information redacted] in the future , the roads are currently too dangerous with cars against bicycles.</p> <p>If we are ever to hit the low carbon targets and climate targets we have to use public transport and cycling as much as possible - this is just a start on all of this.</p>	Please refer to Section 4.6
NTA-C9-1462	I welcome the priority routes and hope more can be done to provide protected cycling infrastructure in and around the city. I frequent many local businesses in Ballincollig by bike and would do so more frequently if there were protected cycle lanes connecting the city to the town	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1472	<p>in the vicinity of Inchigaggin, the inclusion of pedestrian and cycle facilities is welcome.</p> <p>There is an opportunity to connect with an existing network which runs from Curraheen Rd to the Lee Fields and the City Centre.</p> <p>A parcel of land remains to be acquired within the Riverside Farm development on the southern side of the MFR to complete this network connection.</p> <p>The scope of the project should be broadened to include this small strip of land.</p>	Please refer to Section 4.10
NTA-C9-1475	<p>there is a sense of there being a complete lack of engagement regarding these changes.</p> <p>Any changes of this magnitude should require the design team to hold public discussions regarding their plans, especially in the age of online meetings.</p> <p>As this really could have been a project with significant benefits to Ballincollig, but instead with either never be completed, or will make Ballincollig an unbearable place to commute to and from for all road users.</p>	Please refer to Section 4.9
NTA-C9-1476	<p>The new proposed bus route into the city from Ballincollig will be detrimental to businesses on main street Ballincollig.</p> <p>This new route makes no sense what so ever. Its been such a tough few years, this will be the death knell of businesses.</p>	Please refer to Section 4.13
NTA-C9-1477	<p>I also would disagree with removing Poulavone and other roundabouts, these do not discourage cycling/bus use and work better at traffic flow than signalised junctions.</p> <p>Lastly the proposal to funnel westbound traffic in Ballincollig through Harrington Street/Baker Street/Supervalu car park is totally unworkable and requires reviewing.</p>	Please refer to Section 4.10
NTA-C9-1477	<p>From the proposed new bus layout there appears to be no bus linking Ballincollig town to Cork University Hospital.</p> <p>I think this is essential aswell as other bus corridors orbiting the city such as to/from the airport, it does not make sense to have bus corridors only originating from the city centre.</p>	Please refer to Section 4.12
NTA-C9-1477	<p>From the proposed plans it appears that numerous right filter lanes in Ballincollig will be removed, these are essential for existing traffic flow, not to mention increasing population of Ballincollig in the future.</p>	Please refer to Section 4.2
NTA-C9-1485	<p>As a business owner in Ballincollig I wish to object to the new bus corridor proposed for Ballincollig. This new proposal will remove what Ballincollig is as a village.</p> <p>Taking parking away from the main street will reduce the likelihood of local people shopping within the community and going directly towards the city centre.</p> <p>Businesses on the main street and on the streets off the main street will be completely affected with the reduction of footfall and cars passing through.</p>	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1485	Removal of trees planted along estates and roads leading into the village and also proposed changes to poulovane roundabout will not be a positive for the environment and indeed for the community of Ballincollig	Please refer to Section 4.4
NTA-C9-1497	I fully support the new bus corridors proposed by Busconnects. I hope it proceeds without major delay.	Please refer to Section 4.6
NTA-C9-1501	The proposal lacks depth and substance in considering the social impact along the proposed routes and the measures being brought forward.	This comment is noted
NTA-C9-1501	Cyclists using the road in Cork City are a reality and will remain so in the future. Segregated cycle lanes are commendable as a safe option for cyclists, however, marked cycle lanes (or shared lane) road should be considered as an option, e.g., for Wellington Road, Ballyhooly Road, etc.	Please refer to Section 4.10
NTA-C9-1501	Why not consider traffic calming measures for these roads, such as 30 kph speed limits? For example, if it were not for parents bringing their kids to the schools, I suppose Wellington Road could be blocked for through traffic to the benefit for residents, schools, businesses, and traffic.	Please refer to Section 4.10
NTA-C9-1510	Is it not conceivable that many people may reside along the route, but actually have to travel to places far beyond the destination of the direct bus route, and so it is not feasible for them to use the bus as their mode of transport? Has any thought been given to just how this proposal may impact on those elderly people who cannot walk to a bus stop, and certainly cannot mount a bicycle to cycle to do their business. Not everyone can do without the use of a car - many of us need to use it to access appointments for existing, debilitating, health conditions.	Please refer to Section 4.2
NTA-C9-1510	Along the stretch from the junction of Station Road and Main Street, to the Junction of Main Street and Harrington Street there are several places of business. The convenience of having parking on the main street allows many, who for one reason or another may not be fully mobile, to park their car, and go along and conduct their business, easily.	Please refer to Section 4.6
NTA-C9-1510	There was no point at which the bus was blocked in lengthy traffic jams – it was able to proceed along its dedicated, existing, bus lane, and blend into traffic as necessary. There hasn't been a situation where the multitude has been left stranded at the bus stop – so why are all these additional buses going to be needed, that will necessitate them being given the road to themselves?	Please refer to Section 4.12

Submission Reference	Statement	NTA Response
NTA-C9-1510	I have read that buses are going to be diverted from Dennehy's Cross through to Magazine Road and proceed along there to go left down Donovan's Road. Buses on those two narrow roads – again, established areas of Cork, with long-built, beautiful old houses, many of quaint design. Are these to be bulldozed to accommodate the puffing dragons that are the buses?	No road widening is currently proposed on Donovans Road
NTA-C9-1510	I have used the bus service on many occasions, and find the existing service excellent. I have never witnessed a situation where there were so many people at the bus stop that they could not be comfortably accommodated on the bus.	This comment is noted
NTA-C9-1510	Several of those business establishments are still struggling to recover from the adverse effect of closure during Covid, and they are dependant on people being able to park easily, close to their establishment. If that facility is to be removed, then those establishments are going to lose the business of many who currently frequent and support them, because of the convenience of parking, and many of those businesses will not survive if that parking facility is no longer there.	Please refer to Section 4.13
NTA-C9-1510	The proposal to move the entrance to Bridgewater off the Poulavone Round About and on to the Carrigrohane Road – suppose a resident from there has to go to somewhere on the Model Farm Road. They will have to await the courtesy of a fellow traveller to allow them come out, then try again to get someone to let them swing right toward the RoundAbout, before finally being able to take the relevant exit down Model Farm Road. Currently they turn out of their estate, proceed to the second exit, and they are on the Model Farm Road. This just does not make sense to me.	Please refer to Section 4.2
NTA-C9-1510	Money to burn, it seems, on projects like this, and people sleeping in tents under the eaves of Saint Frances Church.	This comment is noted
NTA-C9-1510	This plan will kill business in Ballincollig, particularly on the Main Street. The pensioners who come in to the Post Office for their weekly pension are not all able to walk from a bus stop and back to a bus stop, and then walk from their end stop to their home. This plan is designed for a future Ballincollig, but Ballincollig cannot develop any more, because there simply is not the space to develop. Why, then, do we need a plan for something that can never come to pass.	Please refer to Section 4.13
NTA-C9-1510	Ballincollig is lucky to have very active people involved in the Tidy Towns Association and its work. They work tirelessly to keep the town centre, and areas beyond, beautifully decorated with flowers and shrubs, and tend lovingly to all of these all year round. Poulavone RoundAbout is appropriately planted and manicured and is a haven for bees. Poulavone Roundabout, when initially created, was signalised. Someone – not the road users or people of Ballincollig - saw fit to change that layout and remove the lights – at a huge cost, no doubt. Yet here we are, again, suggesting that lights be installed on it.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1510	How can it make any sense to propose wastefully chopping down beautiful and established trees and shrubs – in order to make way for a bus and cycle corridor.	Please refer to Section 4.4
NTA-C9-1510	The estate in which I live exits on to Old Fort Road at this side. During school term this road is already very busy, because traffic chooses to travel this route to get to the schools in Innishmore Ballincollig Community School Scoil Barra Our Lady of Good Counsel and, very soon, the Le Cheile School.	Please refer to Section 4.2
NTA-C9-1510	This is an extremely busy road, and trying to get from it, back into the flow of traffic on the Old Fort Road, can be a patience-trying exercise.	Please refer to Section 4.2
NTA-C9-1510	The people of Ballincollig will still halt their journey to afford the courtesy of easy access flow to funeral parties and mourners. In some instances, if the funeral is very large, the Gardai will render assistance in stopping the traffic, and allowing the cortege to proceed from the funeral home. If Harrington Street is now to become a main thoroughfare for traffic coming from the east, then I fear that same courtesy will no longer be afforded.	Please refer to Section 4.2
NTA-C9-1510	Station Road, and the road leading down to the GAA Club are probably some of the older parts of Ballincollig. These roads were likely built to accommodate the horse and cart, and it was never envisaged that they would be expected to become the busy arenas that they are today. Even considering diverting a traffic flow through Bakers Road onto Station Road is creating a situation for traffic gridlock, and for what good reason.	Please refer to Section 4.2
NTA-C9-1510	Ballincollig was developed and built around the existing road layout. It is not possible or feasible to now redesign this layout, in order to accommodate unwanted additional buses, carrying anticipated additional travellers, on routes that may save them five minutes.	Please refer to Section 4.2
NTA-C9-1510	This Proposed Plan is suggesting changes that are not necessary and, contrary to the intention, will discommode people to a far greater degree than doing nothing ever would.	Please refer to Section 4.12
NTA-C9-1510	Having read through the Proposed Plan, I thought that the situation in Ballincollig must have changed greatly since I was a frequented the Main Street on a regular basis during the day. Since retiring, I generally go to “the village” outside school times. This was circa 14.20 last Friday, and I remained in situ until 14.35. Within that time frame I saw not one bus or cyclist, nor any frustrated motorists or angry pedestrians. Everyone was observing the lights, moving with the traffic flow, and continuing on their trip.	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-1512	With the reduced front garden space it will lead to issues of steeper gradients both rising and lowering to access the routes affected.	Please refer to Section 4.3
NTA-C9-1512	This is the most direct route to Ballincollig from Cork city centre via Victoria cross by car/bus. This needs no spatial plan like the other infrastructural improvements needed. There is no immediate housing or curtilage threatened by improvements being made.	Please refer to Section 4.10
NTA-C9-1512	The Riverwalk Greenway offers an alternative cycle lane to the Model farm road as it runs parallel to the Model Farm Rd. It just needs to be connected into the cycle lanes planned from Victoria cross. The Victoria cross cycle lanes need to have a connection to the carrighrohane rd (N22) cycle lane which connects into the Riverwalk greenway across from the Lee Fields Car Park. The Riverwalk Greenway connects to the Model Farm rd Business & Technology Park and continues further out to the Model farm road behind Eden Hall Student Accomadation. From there the NTA should include a continuation of the Riverwalk greenway to connect into the Curraheen public cycle/walk way which leads to MTU , Bishopstown and Curraheen Park Greyhound Stadium.	Please refer to Section 4.10
NTA-C9-1512	Widening these routes will only exacerbate the matter. The roadways are not really suited for road ramps as they are main routes. Road widening for the sake of more traffic handling is not an overall solution without the free flow through the choke points. These need to be remedied first. The negativity of road widening is the loss of streetscape made all the more pronounced where its old residential streets and this being accentuating by speeding traffic often during off peak traffic hours.	Please refer to Section 4.2
NTA-C9-1512	It may have a knock-on effect on increase on home insurance charges which will be a consequence of additional foundation repairs claims being made. The area is generally limestone which is prone to subsidence which can be exacerbated by extra disturbance caused by greater road traffic.	Please refer to Section 4.8
NTA-C9-1512	There will be much more noise pollution and may need added insulation and additional glazing. Many gardens have shrubs and trees on their outside to deflect road-noise.	Please refer to Section 4.11
NTA-C9-1512	It will also lead to reduced parking availability and the lack of turning-space leading to the necessity of vehicles to reverse out onto the roadway.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1512	<p>The destruction of “street scape” as well as having a visual and environment effect leads to the loss of community, neighbourliness as route becomes a speed track with increased traffic as well as creating road safety issues.</p> <p>Dennehy’s Cross area that encompasses the Wilton Rd and the city end of the Model Farm Rd is an old neighbourhood with many elderly residents and mature gardens and trees.</p>	Please refer to Section 4.3
NTA-C9-1512	Blarney bypass is not computed into the plan	This comment is noted
NTA-C9-1512	<p>Significant volumes of cross-city traffic should be re-directed away from Model Farm Road via the Carrigrohane Road (N22) and the delayed Blarney By Pass should be given the go ahead.</p> <p>This would take much of this excess traffic that is trying to crisscross the city to the western suburbs and the same for north-south traffic and vice- versa. The traffic logjam at Dennehy’s Cross is at peak hours especially during the school and third level universities terms. There is significant traffic once MTU students return.</p>	Please refer to Section 4.10
NTA-C9-1512	The issue of traffic from the western side of the city and for north-south traffic and vice versa needs to be solved with a new route and not in the destruction of an old residential area by funnelling transitory traffic through it.	Please refer to Section 4.10
NTA-C9-1512	<p>There is no reason why bus-lane and the planned tram-track could not be used as a cycle lane esp the space between the tram-track closest to the footpath.</p> <p>Avg tram speed is slower than the avg cycle speed so it will not present a danger of trams catching up with cyclist.</p>	Please refer to Section 4.10
NTA-C9-1512	Increased traffic along with this being moved closer to the houses will lead to structure foundations being damaged.	Please refer to Section 4.8
NTA-C9-1512	It also create a safety issue as it will become very unsafe to try to exit the property by car and may cause injury to passing cyclists.	Please refer to Section 4.5
NTA-C9-1512	Increased traffic as well as creating road safety issues.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1512	<p>Can you confirm that the bus stop (No 241911) outside my house (No 12 ,MeriCourt, Model Farm road) is to be removed and relocated.</p> <p>We agree and do not object with relocating the bus stop due to anti social behaviour caused by the 24 hrs 220 service. This has been very difficult to contend with and the new location of the 220 stop on the Victoria road is much better location.</p>	Please refer to Section 4.12
NTA-C9-1513	<p>Concern for the environmental impact that will be caused by the introduction of bus corridors to our neighbourhood.</p>	Please refer to Section 4.2
NTA-C9-1517	<p>A dedicated student bus shuttle to city centre A dedicated student bus shuttle service to Blackash park and ride to facilitate students attending from the Eastern side of the city/county A dedicated student bus shuttle service to a (new) park and ride to be located in the Western side of the city to facilitate those attending from the Western side of the city/county. This would hugely reduce the number of cars entering the MTU campus and creating traffic congestion on Model Farm Road, Rossa Avenue, Melborne Road and all throughout the Bishopstown Area.</p>	Please refer to Section 4.10
NTA-C9-1517	<p>Ballincollig is a major town and for its population to access the city centre, it is obvious that a dedicated bus lane along the Carrigrohane straight road is the most direct/ faster route.</p> <p>A more frequent single decker bus servicing the Model farm Road residents would be more desirable and reliable service.</p>	Please refer to Section 4.10
NTA-C9-1517	<p>Model Farm road is a residential road and has many facilities a cafe, pharmacy, mini supermarket, church, post office etc all within walking distance. Carving up gardens to turn it into a multi lane road is very far from the stated 'limited land take would be required.</p>	This comment is noted
NTA-C9-1517	<p>The proposed land acquisition on Model farm Road will impact on the already sloped driveways of many of the houses causing a steep drop from house to roadway.</p> <p>This will impact greatly on those residents (up to 7meters in some places) and cause a major safety issue when trying to enter/leave their properties. (Crossing all of footpath, cycle path, bus lane and one lane of traffic to traverse the road).</p>	Please refer to Section 4.3
NTA-C9-1517	<p>Added to the sloping nature of the road itself, there are bends/curves on the road which impede vision when travelling both directions (East/West and West/East).</p> <p>Adding further lanes will be a major safety issues particularly at the times when Mount Mercy Students and St. Catherines Students (over 1300 students) will be accessing the road leading to possible personal injury/fatality.</p>	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-1517	<p>The bus stop locations are in some cases dangerous as they are close to very busy side roads eg. Farranlea Park and Bishopstown Avenue. Presently the pedestrian light is not visible to a motorist when a bus is at the stop. Also the lollipop person (crossing guard) is not clearly visible when a bus is at either of these stops.</p>	Please refer to Section 4.1
NTA-C9-1518	<p>I object to the proposal to remove my front wall and mature trees and hedging.</p>	Please refer to Section 4.3
NTA-C9-1518	<p>At present I can feel the vibrations in my house every time a bus or lorry passes. Bringing the traffic closer to my front window is going to have a deleterious effect on the quality of my life. The increased traffic will also cause problems for the elderly who mostly populate this end of the road.</p>	Please refer to Section 4.11
NTA-C9-1518	<p>I will lose car parking spaces and will lack sufficient space to park any car safely in front of the house.</p>	Please refer to Section 4.6
NTA-C9-1518	<p>I object to the proposal to remove my front wall and mature trees and hedging.</p>	Please refer to Section 4.4
NTA-C9-1518	<p>The proposed changes would mean a lack of privacy in the living area of my house. At present there is no footpath in front of my property. The pedestrians use the footpath on the opposite side of the road. The proposal to have a new footpath in front of my house with the subsequent heavy footfall of pedestrians means a total lack of privacy for me and my family.</p>	Please refer to Section 4.3
NTA-C9-1529	<p>As the footpaths and cycle lanes will be closer, the potential of damage to my property rises. Close proximity to footpaths means closer contact to antisocial behaviour which in turn, will increase stress levels and cause anxiety for residents of Ballincollig. Not only will pedestrians be closer, but I worry the buses will cause structural damage to my property, and my neighbours properties.</p>	Please refer to Section 4.3
NTA-C9-1529	<p>This will discourage any future businesses from locating to Ballincollig.</p>	Please refer to Section 4.13
NTA-C9-1529	<p>Due to living on the Main street of Ballincollig, I know traffic congestion can be recorded between 8.30am and 9am each weekday morning and 5-5.30pm each weekday evening. Removing all designated lanes for turning right and left from the main street will add detrimental effects to traffic. Ballincollig as a town, has all the services and amenities necessary for residents.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1529	<p>The proposal will cut off vehicles from the town centre, moving the volume of cars to the Old Fort Road and Harringtons Street. Harringtons street will not manage the new proposed traffic plans due to the narrow lanes. This will decrease the safety of cyclists, pedestrians and road users in Ballincollig.</p>	Please refer to Section 4.2
NTA-C9-1529	<p>Ballincollig Tidy Towns have won many awards for looking after our beautiful town however, the bus corridor will not allow for any green areas and will also change the aesthetics of the town.</p>	This comment is noted
NTA-C9-1529	<p>Has an environmental impact study taken place? I believe if there was, the NTA would realise the increase in air pollution will decrease the health of all residents of Ballincollig.</p>	Please refer to Section 4.11
NTA-C9-1529	<p>The complete removal of the Poulavone roundabout to put traffic lights in its place is again questioning the environmental impact. The many bees housed on the roundabout will have to be removed and more electrical wires will replace this space using more electricity to power the traffic lights.</p>	Please refer to Section 4.2
NTA-C9-1529	<p>The congestion will also cause inevitable air pollution which I fear will decrease the health of Ballincollig residents.</p>	Please refer to Section 4.11
NTA-C9-1529	<p>The loss of my front garden will have harmful effects on my mental and physical health. My front garden will be used for a bus lane which will allow for intensely lit buses to speed past my front door. The proposed road layout will bring the road traffic closer to my home. Each metre closer hugely impacts the noise level within a house. As a proud resident of Ballincollig, the financial cost of replacing all my windows to triple glaze in the hope of drowning out the sounds of buses roaring up the road and braking outside my doorstep is already affecting my sleep. If this bus corridor goes ahead my overall health will suffer.</p>	Please refer to Section 4.3
NTA-C9-1529	<p>I fear the lampposts will be moved closer to my property allowing unwanted light into my house. The light of the buses will affect my sleep and living conditions as each bus will light up my front room and bedroom.</p>	Please refer to Section 4.11
NTA-C9-1529	<p>SuperValu in Ballincollig town centre would lose one third of its parking spaces inhibiting the accessibility for residents, especially elderly residents. The post office will also be much more difficult to access.</p>	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1529	<p>If my family members require walking aids as they age, how do I provide for this?</p> <p>The loss of my front garden will not allow adequate space around a vehicle to safely get in and out of the house. The existing step would require alterations to allow a ramp which, with the proposed plans, may not be possible.</p>	Please refer to Section 4.3
NTA-C9-1529	It will negatively impact the quality of life of all Ballincollig residents.	This comment is noted
NTA-C9-1529	The mature trees changes carbon dioxide to oxygen at a level that cannot be replaced by a bus corridor.	Please refer to Section 4.4
NTA-C9-1529	<p>This proposal has already caused so much upset and stress for the residents of Ballincollig on both the Poulavone, and west side of Ballincollig that I envisage a serious lack of support for public transport from the residents of Ballincollig.</p> <p>I have seen many buses pass my house with a handful of people aboard not to mention the numerous empty buses.</p>	This comment is noted
NTA-C9-1529	<p>Page four of the Bus Connects Cork document states “The implementation of CMATS is aligned with a broad national policy framework, supporting regional development, economic growth, climate action and investment in sustainable transport.”</p> <p>Residents see that in fact, the lack of accessibility to and from main street, Ballincollig and lack of parking will decrease economic growth as footfall will deplete.</p> <p>Therefore the initiative may change a large, sought after town into a town with little to no services and facilities. For these reasons, I would ask Bus Connects Cork to maintain the existing infrastructure of Ballincollig.</p>	Please refer to Section 4.6
NTA-C9-1529	It is absolutely unacceptable to use CPO to take land off Ballincollig residents for what is being promoted as ‘sustainable transport’.	Please refer to Section 4.3
NTA-C9-1529	Complete lack of privacy due to the bus corridor being in my front garden.	Please refer to Section 4.3
NTA-C9-1529	<p>There is a health and safety issue for all east side residents as we try to enter our properties through a designated bus lane.</p> <p>Exiting our properties will be more dangerous as our vision of the road will be completed distorted due to the cycle and bus lanes</p>	Please refer to Section 4.5
NTA-C9-1533	<p>Please go ahead with the Ballincollig bus corridors. It’ll make bus journeys faster and help businesses.</p> <p>There is a ton parking spaces in Ballincollig so removing the on-street parking will do nothing but good.</p>	Please refer to Section 4.6
NTA-C9-1539	<p>Our house appears to be the most negatively impacted due to the existing steep gradient.</p> <p>The current proposal would make it impossible to safely access our home.</p> <p>This will be a major issue for our elderly parents, neighbours and in the future ourselves who need a level surface for ingress and egress of vehicles.</p>	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-1539	<p>While the proposal mentions financial compensation through compulsory purchase orders we do not think this proposal has taken into consideration the significant emotional trauma on the people whose homes are being so negatively affected.</p> <p>This is now a constant source of worry not just for us but also for our children, parents and extended community.</p>	Please refer to Section 4.3
NTA-C9-1539	<p>This would also have a significant impact on the potential sale of our home to any persons with a disability or limited mobility.</p> <p>For all of the reasons cited above loss of access, loss of amenity, increased pollution, ecological damage this proposal has a devastating impact on the value of our property.</p> <p>Even the current situation and proposal has resulted in an immediate negative impact on our property's value as the uncertainty relating to Bus Connects makes our home unsaleable.</p>	Please refer to Section 4.8
NTA-C9-1539	<p>We are very concerned not only by the loss of our trees and mature hedging but from an assessment of the plans there is a gross under representation of the number of trees to be removed along the whole route.</p> <p>Due to the removal of the trees and with the increased proximity of the traffic to our home not only will we be subjected to increased noise and light pollution but also increased emissions.</p> <p>The Model Farm Road is currently a very attractive leafy suburban road with mature trees along the route from Ballincollog to Dennehy's cross and the current proposal would destroy this unique city street scape.</p>	Please refer to Section 4.4
NTA-C9-1539	<p>Based on the current proposed map we are due to lose metres of our property which is unimaginable.</p> <p>This will also result in the proximity of the traffic being extremely close to our home resulting in increased noise and light pollution.</p> <p>We will also be losing our car parking spaces which is an issue for us and also as it is already a busy street this space is needed for our elderly relatives and guests to park.</p> <p>In addition the proposal shows the demolition of our home office and bike storage facility and based on the plans proposed it is unclear how this could be reinstated in the space remaining.</p>	Please refer to Section 4.3
NTA-C9-1539	<p>We would also like to point out that despite us attending the two public forums and us registering for an individual one to one meeting in relation to Bus Connects we were never contacted.</p> <p>This seems very remiss in a process that is proposed to have such a significant impact on our home and family. It does not inspire confidence in a fair, transparent and inclusive consultation process.</p>	Please refer to Section 4.9
NTA-C9-1539	<p>Another concern relating to safety is that currently we are crossing a footpath to enter and exit our home and the current proposal adds a high speed bus lane, cycle lane and footpath which will make it extremely dangerous.</p>	Please refer to Section 4.5
NTA-C9-1540	<p>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.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1540	I fear that our diverse, vibrant and sustainable community will be profoundly damaged by these proposals. I do not think this is an acceptable price for our community to pay for an improved bus service, and I do not think it is necessary.	Please refer to Section 4.13
NTA-C9-1546	Map 7 Additionally the proposed removal of left & right filter lanes around the town, particularly at the Iniscarra road junction (as per map 7 corridor E) will cause considerable unsustainable congestion.	Please refer to Section 4.2
NTA-C9-1546	The proposed removal/diversion of roundabouts, specifically Poulavone, is an unnecessary change to current free flowing sufficient unsignalized roundabouts.	Please refer to Section 4.2
NTA-C9-1546	The proposed new transport corridors focusing solely on city centre origination/destination will not make an impact on the amount of personal vehicles on the road/increase use of bus services or cycling infrastructure.	This comment is noted
NTA-C9-1546	With climate change an increasingly imperative focus the proposed removal of almost 400 trees should not be acceptable.	Please refer to Section 4.4
NTA-C9-1546	From Ballincollig & other towns in Cork city transport improvements should include creating bus/cycle routes to Cork University hospital, Cork Airport as well as major employers such as Apple & Cork Airport Business Park.	Please refer to Section 4.10
NTA-C9-1546	In the Ballincollig area the proposed diversion of main street traffic to Harrington street through a public car park onto Baker street will not be feasible for obvious public safety reasons.	Please refer to Section 4.2
NTA-C9-1550	Our house appears to be the most negatively impacted due to the existing steep gradient. The current proposal would make it impossible to safely access our home. This will be a major issue for our elderly parents, neighbours and in the future ourselves who need a level surface for ingress and egress of vehicles. Currently my husband's mother has limited mobility and would not be able to access our house based on the current proposals. This would also have a significant impact on the potential sale of our home to any persons with a disability or limited mobility. Another concern relating to safety is that currently we are crossing a footpath to enter and exit our home and the current proposal adds a high speed bus lane, cycle lane and footpath which will make it extremely dangerous.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1550	The Model Farm Road is currently a very attractive leafy suburban road with mature trees along the route from Ballincollig to Dennehy's cross and the current proposal would destroy this unique city street scape.	Please refer to Section 4.4
NTA-C9-1550	Due to the removal of the trees and with the increased proximity of the traffic to our home not only will we be subjected to increased noise and light pollution but also increased emissions.	Please refer to Section 4.4
NTA-C9-1550	Potential garden acquisition will will also result in the proximity of the traffic being extremely close to our home resulting in increased noise and light pollution.	Please refer to Section 4.3
NTA-C9-1550	While the proposal mentions financial compensation through compulsory purchase orders we do not think this proposal has taken into consideration the significant emotional trauma on the people whose homes are being so negatively affected. This is now a constant source of worry not just for us but also for our children, parents and extended community.	Please refer to Section 4.3
NTA-C9-1550	We will also be losing our car parking spaces which is an issue for us and also as it is already a busy street this space is needed for our elderly relatives and guests to park.	Please refer to Section 4.6
NTA-C9-1550	Based on the current proposed map we are due to lose approx. 7 metres of our property which is unimaginable. The front garden is a space where our children currently play which would be lost.	Please refer to Section 4.3
NTA-C9-1550	For all of the reasons cited above loss of access, loss of amenity, increased pollution, ecological damage this proposal has a devastating impact on the value of our property. Even the current situation and proposal has resulted in an immediate negative impact on our property's value as the uncertainty relating to Bus Connects makes our home unsaleable.	Please refer to Section 4.8
NTA-C9-1550	We are very concerned not only by the loss of our trees and mature hedging but from an assessment of the plans there is a gross under representation of the number of trees to be removed along the whole route.	Please refer to Section 4.4
NTA-C9-1550	Also we are not convinced that the traffic issue will actually be addressed as there is no mention of park and rides and other amenities especially for the MTU students/staff which cause so much of the congestion.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1550	We have several other concerns relating to the overall cost of the proposal in terms of return on investment and lack of empirical evidence to support the extent of the proposal.	This comment is noted
NTA-C9-1550	In addition the proposal shows the demolition of our home office and bike storage facility and based on the plans proposed it is unclear how this could be reinstated in the space remaining.	Please refer to Section 4.3
NTA-C9-1550	We would also like to point out that despite us attending the two public forums and us registering for an individual one to one meeting in relation to Bus Connects we were never contacted. This seems very remiss in a process that is proposed to have such a significant impact on our home and family. It does not inspire confidence in a fair, transparent and inclusive consultation process.	Please refer to Section 4.9
NTA-C9-1550	Another concern relating to safety is that currently we are crossing a footpath to enter and exit our home and the current proposal adds a high speed bus lane, cycle lane and footpath which will make it extremely dangerous.	Please refer to Section 4.5
NTA-C9-1551	There will no longer be space to turn a car within my driveway. To access my driveway will result in having to reverse across a bus lane, cycle land and a footpath. This will pose a hazard to cyclists, pedestrians and ourselves.	Please refer to Section 4.5
NTA-C9-1551	Increased light pollution - Buses will now come close to the front windows of our house where our children sleep, a lamppost outside the neighbouring property will also be moved closer to these windows. This is bound to affect their sleep and physical health. In continuation from the previous point there will also be increased noise pollution. As all traffic and persons on footpath will be closer to our house. My partner works from home at the front of the house, the additional noise pollution will influence his productivity and thus reduce our household income.	Please refer to Section 4.11
NTA-C9-1551	Loss of parking space in driveway and removal of parking in the local area will have impacts on social and mental health as we will no longer be able to host friends and family to visit us. This will also negatively affect our children's ability to have friends over to play.	Please refer to Section 4.3
NTA-C9-1551	The removal of cars through the village will result in a loss of community within Ballincollig. I personally walk as much as I can, but I have elderly neighbours who have to drive into the village to collect their pensions. Being unable to access the village in a car will be a severe loss to their social and mental wellbeing, and will result in major change in the village where the people who have lived here all their lives will now be excluded from the local community.	Please refer to Section 4.2
NTA-C9-1551	I am very disappointed to see that the plans proposed so far for the immediate area surrounding my house have trees and bushes being relocated/replanted across the road from my house while at the same time I lose land that constitutes my front garden/driveway.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1551	The CPO required through Bus Connect will effect the ability to manage our household needs due to aging. If we are to require adaptations to our property, cars etc the Bus Connect is going to make this more difficult to obtain and continue to live in our property. There is extra land that could be used here for the proposed route, instead of taking land from my property and my neighbours through the CPO process.	Please refer to Section 4.3
NTA-C9-1555	If anyone in my home should become a wheelcheer user in the future lack of space will make it much more difficult to enter and exit our home. My mother is already wheel bound.	Please refer to Section 4.5
NTA-C9-1555	Mental and physical stress and lack of sleep due to invasion of additional noise and light even closer to our home.	Please refer to Section 4.11
NTA-C9-1555	Lack of ability to park in the village centre for medicines, post office and other essentials. Removal of one-third of Supervalu car park makes it more difficult to access the village along with closing the main street, which endangers local businesses closures as elsewhere is easier, quicker and more accessible to shop elsewhere.	Please refer to Section 4.6
NTA-C9-1555	Decrease in value of home.	Please refer to Section 4.8
NTA-C9-1555	Air pollution due to the removal of established trees, young trees will not reduce carbon dioxide as effectively as older trees.	Please refer to Section 4.4
NTA-C9-1555	invasion of our privacy in our own home	Please refer to Section 4.3
NTA-C9-1555	Safety entering and leaving my home. Will emergency vehicles, carers, plumbers, delivery vans et cetera have sufficient room to park and work safely. Direction of flow of traffic into already extremely busy areas with schools, a churches, children and elderly this will not work. This also decreases the safety for pedestrians and road users alike.	Please refer to Section 4.5
NTA-C9-1559	We have valuable alternative proposals on your traffic plan and request your commitment to full engagement on those.	Please refer to Section 4.10
NTA-C9-1559	I believe the consultation/engagement process with the local community in Ballincollig has been wholly inadequate and I am asking that you take on board the feedback from residents of Westcliffe and other estates in the west village on the negative impact your plan will have on our community.	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-1559	I wish to register my concern with the Emerging Preferred Route design BusConnect plan for Ballincollig which, as proposed, will inevitably lead to major traffic congestion, will remove dozens of mature trees and will impact the residents of Westcliffe by increasing noise pollution and result in longer journey times.	Please refer to Section 4.4
NTA-C9-1561	No longer be space to turn a car within driveway. To access driveway will result in having to reverse across a bus lane, cycle land and a footpath. Poses a potential hazard to cyclists, pedestrians and occupants	Please refer to Section 4.5
NTA-C9-1561	Increased light pollution - Buses will now come close to the front windows of house where children sleep, a lamppost outside the neighbouring property will also be moved closer to these windows. This is bound to affect sleep and physical health. Loss of sleep results in loss of learning in school which will be harmful to children's potential ability to succeed in education. There will also be increased noise pollution. As all traffic and persons on footpath will be closer to house. Work from home at the front of the house, the additional noise pollution will impact productivity and thus career and potentially our household income. It will also effect children's sleep especially on weekend nights when large groups of drunk and noisy people will be walking closer to their windows.	Please refer to Section 4.11
NTA-C9-1561	Loss of parking space in driveway and removal of parking in the local area will have impacts on social and mental health will no longer be able to host friends and family to visit. This will also negatively affect children's ability to have friends over to play.	Please refer to Section 4.3
NTA-C9-1561	The removal of cars through the village will result in a loss of community within Ballincollig. Walk as much as can, but have elderly neighbours who have to drive into the village to collect their pensions. Being unable to access the village in a car will be a severe loss to their social and mental wellbeing, and will result in major change in the village where the people who have lived here all their lives will now be excluded from the local community.	Please refer to Section 4.6
NTA-C9-1561	Very disappointed to see that the plans proposed so far for the immediate area surrounding house have trees and bushes being relocated/replanted across the road from house while at the same time lose land that constitutes front garden/driveway. While I would prefer to have trees retained and preserved, the fact that I will need to lose my garden so that new trees can be replanted across the road seems ridiculous. The boundary of the new proposal can be pushed back By not planting these trees and the impacts to house, as well as neighbours, can be somewhat mitigated. The new proposed boundary on the opposite side of the street and my neighbours does not reach the boundary of the houses.	Please refer to Section 4.4
NTA-C9-1561	The CPO required through Bus Connect will effect the ability to manage household needs due to aging. If adaptations to property required, cars etc the Bus Connect is going to make this more difficult to obtain and continue to live in property.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1567	Although the plan talks about the loss of 373 trees, we have counted well in excess of this number which will be lost as well as numerous kilometres of hedging.	Please refer to Section 4.3
NTA-C9-1567	We did not receive any letters about the proposed plans until we contacted Bus Connects. All household in the affected areas should have been written to.	Please refer to Section 4.9
NTA-C9-1567	Additional traffic on Link Road & Carriganarra Roads is not a viable or safe plan. This road is already at capacity and is not fit for purpose. It is in poor condition and not wide enough at certain points for vehicle traffic.	Please refer to Section 4.2
NTA-C9-1567	Incomplete information available – maps not to scale, maps out of date, lack of directly comparable data.	Please refer to Section 4.9
NTA-C9-1568	Sending traffic through the public car park is going to cause significant disruption to both traffic and pedestrians. Station road is not fit for the amount of traffic you propose to send down it to access the Main Street and the old square travelling from east to west. There is already two primary schools, a preschool, community hall and church traffic using this street.	Please refer to Section 4.2
NTA-C9-1568	Taking away more than 60 car parking spaces in Ballincollig and not giving the town any further spaces is another problem with this current proposal.	Please refer to Section 4.6
NTA-C9-1568	Taking away over 60 trees and cutting into peoples front gardens for the sake of buses makes no sense when we already have serviceable bus lanes.	Please refer to Section 4.4
NTA-C9-1584	Changes to traffic filter lanes & right turns will cause bad traffic congestion in the area, hemming in some residents and those who wish to travel to the Regional Park.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1584	<p>The plans to cut 80+ beautiful mature trees along WestCliff roadside areas are shortsighted and hugely detrimental to the amenity and environment in the area.</p> <p>Better bus and cycle connectivity is great but it should not be imposed on such a brutalist way without any consideration for what is there already. A new plan should be drawn up that has less negative impact on trees, traffic and residents in the area.</p> <p>A new plan should be drawn up that has less negative impact on trees, traffic and residents in the area.</p>	Please refer to Section 4.4
NTA-C9-1595	I believe this will not improve the traffic congestion currently in Poulavone Ballincollig and the removal of the roundabout will only cause more issues with traffic up model farm road and the carrigrohane straight road.	Please refer to Section 4.2
NTA-C9-1600	Our hedges will be substantially diminished cause problems to the wildlife in our area and not to mention the natural eco system cleaning the air to make it a healthy green place to live.	Please refer to Section 4.4
NTA-C9-1600	We live in Poulavone and from plans our garden will be cut so far in that passing traffic will be looking straight in the garden. This will add noise pollution and air pollution effecting my families and my health directly.	Please refer to Section 4.11
NTA-C9-1606	Buses are frequently delayed	This comment is noted
NTA-C9-1606	<p>I appreciate the removal of the filter lanes in the west-bound lanes near the Westend Shopping Centre in Ballincollig.</p> <p>The proposed redesign of the Poulavone Roundabout is a huge improvement over the existing layout that clearly violates DMURS principles</p> <p>I welcome the junction tightening at Hillsboro and Birchley</p> <p>-I appreciate the removal of filter lanes from the IDA entrance</p>	Please refer to Section 4.6
NTA-C9-1606	<p>I welcome the introduction of cycle lanes at Dennehy's Cross.</p> <p>I propose that the Carrigrohane Straight route is developed as an alternate cycle route with fully bidirectional off-road cycle lanes from Poulavone Roundabout to Victoria Cross. as is proposed away from Wilton Road or along North Monastery Road.</p>	Please refer to Section 4.10
NTA-C9-1606	I welcome the removal of parking spaces along the Main Street in Ballincollig.	Please refer to Section 4.6
NTA-C9-1606	<p>The NTA needs to provide more detail on alternate plantings and provide plans that show the quality of the new landscaping.</p> <p>Extreme care should be taken to avoid any unnecessary removal of mature trees.</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1606	<p>I welcome introducing numerous signalised crossings to provide for pedestrian and cyclist safety and slow the motorised traffic.</p> <p>The pedestrian crossing at Inchigaggin is absolutely key and will allow the beautiful Curraheen Greenway to live up to its potential.</p> <p>-I appreciate the removal of filter lanes from the IDA entrance</p>	Please refer to Section 4.6
NTA-C9-1606	<p>I would hope that the speed limit on the link road is reduced so that traffic does not speed through the intersection on a green light.</p> <p>College Road, I propose that the speed limit for all vehicles is lowered to 30 km/h</p>	Please refer to Section 4.10
NTA-C9-1606	<p>I am writing to express my broad support for Sustainable Transport Corridor E.</p>	Please refer to Section 4.6
NTA-C9-1607	<p>I strongly object to the removal of the Poulavone roundabout, as seen on Map 15 Route E Ballincollig to Cork City Route.</p>	Please refer to Section 4.2
NTA-C9-1607	<p>The new junction layout and the delays of large traffic back ups in every direction will result in travellers bypassing Ballincollig. The village will then become a dead town/ no-go area.</p>	Please refer to Section 4.13
NTA-C9-1613	<p>I would like to make my concerns known about the removal of on street parking on main street Ballincollig.</p> <p>A lack of parking spaces on the main street would mean my grandmother, who cannot walk far and cannot get onto a bus would have no access to Ballincollig Village.</p>	Please refer to Section 4.6
NTA-C9-1614	<p>There are proposals for bus lanes where traffic rarely builds up (e.g. ballincollig side of model farm road), where I feel that better footpaths and safe cycle paths would get more use and would be more efficient.</p>	Please refer to Section 4.10
NTA-C9-1614	<p>I am in favour of the introduction of long overdue improved infrastructure on the western side of the city, but don't think the plan should be so heavily biased towards one form of transport (bus eireann) over others such as cycling or walking.</p>	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1615	<p>A suggestion would be to limit car usage at peaks times in order to encourage solely sustainable modes of mobility patterns, and facilitate ease of movement for buses, or create a one-way system, such as that proposed for the Douglas Road with regards to the Bus Connects proposal.</p> <p>A further suggestion would be to complete the North Ring Road, significantly reducing traffic emanating from the south side and southern hinterlands of Cork accessing the North-side and major sites of employment such as Apple, via the Model Farm Road and the Wilton Road.</p> <p>There are other cheaper opportunities for widening the road on the opposite side from Dennehy's Cross where a dilapidated warehouse exists, and further down the Model Farm Road by the Centre for Agriculture or by some of the large scale business sites, or on the opposite side of the road in that derelict, former car showrooms</p>	Please refer to Section 4.10
NTA-C9-1615	potential increased risk of theft will occur if buses pass closer to my house, especially in the case of coaches and double-decker buses, which predominate.	Please refer to Section 4.3
NTA-C9-1615	My house is 100+ years old and little altered, retaining its original features from 1918-20, as are many houses in the area, and any increase of vibrational pollution with undermine the foundations and cause cracks in my property, seriously devaluing it and causing safety issues, and have negative effects on the built heritage of Cork	Please refer to Section 4.14
NTA-C9-1615	While we accept the necessity of the provision of bicycle lanes to encourage safe, sustainable modes of mobility, the proposed 2 metre width of the bicycle lanes could be reduced to a width of 1 metre, as occurs on many other roads in the area such as along Clashduv Road, and Rossa Avenue.	Please refer to Section 4.10
NTA-C9-1615	With regards to the addition of a rapid bus corridor, I'd like to object on the grounds of the negative impact of increased noise, air and vibrational impact	Please refer to Section 4.11
NTA-C9-1615	<p>These guidelines are set to be further reduced shortly due to the potentially devastating impacts on health observed when an excess of 38 dB at night occurs and 50 dB by day, and the correlation between sleep disturbance and deprivation, and heart disease and poor mental health i.e. depression, Alzheimer's and poor cognitive function</p> <p>given that the bus route is a 24 hour bus route, and any resulting increase in noise, vibrational, and diesel fumes to our overall health and growth and development of my children.</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1615	All pneumatic tools operating in a residential area should be fitted with an effective silencer on their exhaust port and any works done should be carried out during civilised hours (8am to 6.30pm weekdays and 10am to 4pm Saturdays).	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the EIA process which will be carried out by the NTA during the preparation of a planning application for the scheme. This will include details on intended hours of work. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.
NTA-C9-1615	The Bus Connects proposal is, in effect, reducing my parking on Model Farm Road down to two spaces from a potential of three with a van and necessary turning in my driveway will be severely impeded. This is a busy area with no on street parking, and therefore, no possibility of alternative parking. also need to retain our private parking for potential tradespeople's use when undergoing house repairs	Please refer to Section 4.3
NTA-C9-1615	A widening of the Model Farm Road meeting at this point will have a negative impact on the character of the junction, on businesses in the vicinity, and on such customers/residents who also mainly traverse on foot or by bicycle.	Please refer to Section 4.2
NTA-C9-1615	of mature planting from my front garden will severely increase noise, vibrational and air and dust pollution experienced and devalue my property	Please refer to Section 4.8
NTA-C9-1615	the vast majority of third level students in U.C.C and C.I.T. using the roads, only do so from mid-September to the end of April, this hardly justifies the permanent and continuous inconvenience, ill-health and considerable property devaluation that the residents would incur year round from the proposed project reinstating low-noise electric trams along the original tram routes with minor tweaks could further reduce car-usage	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-1615	An addition of increased park 'n' rides located in a ring around Cork City with incentivised free parking and cheap bus travel, would further encourage the use of sustainable patterns of mobility, for those commuting to Cork City. Increased park and rides on the Straight Road, on Western Road by the church, in the wasteland adjacent to the E.S.B. offices near Wilton Shopping Centre, near the C.I.T. and elsewhere should be created for those students and staff	Please refer to Section 4.10
NTA-C9-1615	As someone who has wheeled pushchairs to school while walking numerous children along the Model Farm Road footpath, the existing footpath width is ample, negating the need to widen it, especially if a 1 metre bicycle lane is introduced reducing the need for cyclists to hop up onto the footpath.	Please refer to Section 4.1
NTA-C9-1615	expensive C.P.O. of our private front gardens	Please refer to Section 4.3
NTA-C9-1615	Loss of privacy will occur if buses pass closer to my house, especially in the case of coaches and double-decker buses, which predominate.	Please refer to Section 4.3
NTA-C9-1615	Insurance companies state that this is also an area of considerable subsidence and preclude residents being thus covered for such incidences on Model Farm Road	Please refer to Section 4.8
NTA-C9-1615	No air pollution impact study appears to have been done in regards to this residential area.	Please refer to Section 4.11
NTA-C9-1620	A bus corridor on the Carrigrohane straight road makes much more sense to get people to the city	Please refer to Section 4.10
NTA-C9-1620	Those public funds can be used to much better purpose with things like more efficient bus stops	Please refer to Section 4.12
NTA-C9-1620	4 metres of cycle lanes is also completely overkill. Again, the Carrigrohane Straight Road is much faster, safer and easier to use for residents to get to/from the city.	Please refer to Section 4.10
NTA-C9-1620	If you observe this area of the Model Farm Road it is a lovely road lined with trees, grass, gardens, flowers. It seems utter nonsense to have all this removed for concrete when it is not required.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1620	Those public funds can be used to much better purpose with things like fixing the T junction on the Carrigrohane Straight Road where traffic goes towards Blarney.	Please refer to Section 4.10
NTA-C9-1620	Those public funds can be used to much better purpose with things like improved park and ride	Please refer to Section 4.10
NTA-C9-1620	To remove all residents gardens/walls/trees seems like a complete waste of public money when this is so unnecessary.	Please refer to Section 4.3
NTA-C9-1620	Safety and speed with a 6 lane motorway in front of homes is a major concern. That much speed and traffic will make it very unsafe for residents to leave their house. This is a very unnecessary risk to the public given how the Model Farm Road does not require these bus lanes.	Please refer to Section 4.5
NTA-C9-1621	To only allow buses and cyclists on the Main Street is ridiculous what about The disabled person that needs to park close to the shops for ease of access	Please refer to Section 4.2
NTA-C9-1621	To only allow buses and cyclists on the Main Street is ridiculous I believe the suggested plans will cause serious congestion. This route is planned for where there is schools which I feel at peak traffic times will be a complete bottle neck if it goes ahead. The route is also planned for built up residential areas which again I think will cause serious traffic congestion	Please refer to Section 4.2
NTA-C9-1621	As a shop owner in Ballincollig I strongly feel that eliminating 68 car park spaces will take business from the town.	Please refer to Section 4.6
NTA-C9-1622	Huge steps have been taken, with pride, by local Ballincollig people to look after the environment in Ballincollig. Leading to many years of tidy towns awards. It has improved aesthetics of our locality, with in turn has made Ballincollig a very desirable place to live.	This comment is noted
NTA-C9-1622	If our front garden is taken this will be no longer possible. It will create a break in our community of the poulavone end of Ballincollig.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1622	I wish to object strongly to the removal of trees and flora and fauna in Ballincollig and all over cork. For such a busy town we have very little effect of air pollution, due to the amount of trees, shurbury etc. Reducing carbon emissions of our locality.	Please refer to Section 4.4
NTA-C9-1622	Many residents enjoy to look after their garden, it has become a social time for many people as neighbors and passers by, stop for a chat and get to know one another. If our front garden is taken this will be no longer possible	Please refer to Section 4.3
NTA-C9-1629	Poulavone Roundabout - why the need to remove this busy roundabout? It works, it's busy, but traffic flows.	Please refer to Section 4.2
NTA-C9-1629	What will this plan do to businesses in our village? Destroy them is the answer due to loss of parking	Please refer to Section 4.13
NTA-C9-1629	I cannot see how taking cars out of main st Ballincollig is going to work. To me it seems impossible to divert all these cars through a busy local authority car park.	Please refer to Section 4.2
NTA-C9-1629	What about access to the businesses & Shops on the main st? The elderly & infirm will need to access chemists, banks, post office and shops & you intend to remove our street parking!	Please refer to Section 4.6
NTA-C9-1629	how is this plan Climate friendly when ye plan to remove over 60 beautiful & mature trees?	Please refer to Section 4.4
NTA-C9-1631	Taking land under CPO will have a negative affect on entering and exiting my property	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1631	Closing down Ballincollig town centre will cause huge difficulty for people in general especially the elderly and people with disabilities to access essential services i.e Chemists, post office and shops.	Please refer to Section 4.2
NTA-C9-1631	will raise serious safety issues and congestion due to traffic lights instead of a flowing Poulavone roundabout change	Please refer to Section 4.2
NTA-C9-1631	Restricted vehicular access to the village potentially will lead to closure of shops and businesses and loss of employment.	Please refer to Section 4.2
NTA-C9-1631	Changing junctions and more lights will cause more congestion as Ballincollig will become a bottleneck	Please refer to Section 4.2
NTA-C9-1631	Damage to my mental health with lack of sleep due to this additional noise and light (both street and late night buses) being closer to my bedroom	Please refer to Section 4.11
NTA-C9-1631	Taking land under CPO will have a negative affect on devaluation of my property	Please refer to Section 4.3
NTA-C9-1631	Taking land under CPO will have a negative affect on entering and exiting my property, devaluation of my property and brings buses and traffic closer to my house causing an increase in noise, dust, dirt and light pollution.	Please refer to Section 4.3
NTA-C9-1631	Taking land under CPO will be an invasion of my privacy,	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1633	<p>There's no need for additional services on the Model Farm Road.</p> <p>Services are needed to improve the the transition of traffic, especially buses to the city but it makes much more sense to utilize and improve the route on the Carrigrohane road or the link road.</p>	Please refer to Section 4.10
NTA-C9-1633	<p>Living on the Model Farm Road there are not many cyclists at all. It's full of inclines.</p> <p>The Carrigrohane Road is much more widely used as it's an easier and faster cycle. Also 2 x 2m lanes is overly excessive.</p>	Please refer to Section 4.10
NTA-C9-1633	<p>How is there a "green" agenda when you are proposing to knock down trees and remove hedging and gardens full of flowers and grass all along the Model Farm Road corridor?</p> <p>Especially when there are alternative options available.</p>	Please refer to Section 4.4
NTA-C9-1633	<p>The lack of communication and public knowledge announcements says a lot about this. I didn't even know about it until recently as it seems minimal reports were sent out during the summer months.</p>	Please refer to Section 4.9
NTA-C9-1633	<p>If you carry out your plan to remove gardens you will have busses whizzing past people's doors. Children and even pets will have a very unsafe environment forced on them.</p>	Please refer to Section 4.1
NTA-C9-1633	<p>Has any survey or communication been carried out for road safety for residents with putting such heavy vehicles so close to people's houses?</p>	Please refer to Section 4.1
NTA-C9-1634	<p>The NTA should consider centre-running bus lanes for the portions of this route (and other STCs) with bi-directional bus lanes.</p> <p>Centre-running bus lanes avoid delays to bus users due to traffic joining their road from side roads and exiting the same road through the bus lane, and avoid delays due to parked cars.</p>	Please refer to Section 4.10
NTA-C9-1634	<p>To avoid this the car lanes can be made one way to save space on Model Farm Road, turning lanes should be removed, or if that is not possible greater use can be made of bus gates so lengthy bus lanes can be shortened in lower traffic areas.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1634	<p>In Map 28, at the junction of Magazine Road and Wilton Road there are plans to terminate a cycle lane in a haphazard fashion in the Eastward direction. Here the cycle lane should be transitioned smoothly down Magazine Road to join to the existing cycle facilities on Old Schoolboy Lane and College Road. If the lane must be terminated please continue to a cycle priority zone where drivers have to yield to cyclists and change the style of the ending as in the following illustration, as disappearing cycle lanes that taper to a point are dangerous as they "throw" cyclists into the main traffic lane with little warning.</p>	Please refer to Section 4.1
NTA-C9-1634	<p>However greater efforts should be made to avoid the felling of mature trees, these should be moved if the space is needed and replaced with an equivalent cross-sectional trunk area of younger trees nearby if they cannot be moved. Please also reconsider felling the mature trees on Model Farm Road</p>	Please refer to Section 4.4
NTA-C9-1634	<p>Please remove taxis from the list of vehicles allowed to use bus gates. Taxis are at best half as effecient as someone driving themselves in a private car as they have to be driven effectively empty to pick up passengers</p>	Please refer to Section 4.10
NTA-C9-1634	<p>The planned bus gate on College Road is crucial for the success of this route. It is essential that access to this bus gate is policed accordingly, ANPR and red light cameras must be included as part of this process if physical barriers (such as rising bollards) are not installed.</p>	Please refer to Section 4.12
NTA-C9-1634	<p>I fully support the plans to remove on-street parking from Main Street Ballincollog in order to provide save cycle facilities and bus lanes. the new facilities will improve footfall to those businesses on the street as the town will become more accessible to people who wont drive there. I completely support the selection of College Road for inclusion on the STC routes. It is absolutely necessary and appropriate that high frequency and quality buses pass here for the benefit of the thousands of students both living and studying in the area.</p>	Please refer to Section 4.6
NTA-C9-1644	<p>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.</p>	Please refer to Section 4.6
NTA-C9-1658	<p>It is absolutely critical that cycle routes (and bus corridors) on the STC E remain along the Model Farm Road and not be diverted to the Carrigrohane Road</p>	Please refer to Section 4.10
NTA-C9-1658	<p>It is absolutely critical that cycle routes (and bus corridors) on the STC E remain along the Model Farm Road and not be diverted to the Carrigrohane Road</p>	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1667	<p>I am writing in support of improved bus lanes and cycle lanes in Ballincollig.</p> <p>Today it is not safe for kids to cycle through the village and bus lanes often merge with normal car traffic reducing their benefit.</p> <p>I believe that Ballincollig, including it's businesses, will thrive under the proposed improvements and make for a better, healthier and more sustainable place to live.</p>	Please refer to Section 4.6
NTA-C9-1674	<p>The bus connect plans for Ballincollig and the Cork region are a great initiative to reduce car usage and to improve the quality of life of the current and future generations.</p>	Please refer to Section 4.6
NTA-C9-1682	<p>delays to buses as drivers resort to bus lanes to get to schools, work, etc.</p>	This comment is noted
NTA-C9-1682	<p>traffic congestion will result in the West Village becoming a no-go area and killing off business and service providers,</p>	Please refer to Section 4.2
NTA-C9-1682	<p>Westcliffe Residents commissioned a drone video of traffic flow in the West Village during a typical weekday morning and afternoon</p> <p>The link to view this video: https://youtu.be/6RytD8yFGhU 'Ballincollig Bus Lanes – With Highlights'</p> <p>You are removing four right-turning lanesto Innismore,to Flynn's Road,to Inniscarra Roadand to West-end Shopping Centre/SuperValu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the SuperValu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to SuperValu because of the Bus Priority signals</p>	Please refer to Section 4.2
NTA-C9-1682	<p>traffic congestion will result in pollution from stalled vehicles,</p>	Please refer to Section 4.11
NTA-C9-1682	<p>traffic congestion will result in:</p> <p>on-going rear-ending collisions & injuries,</p> <p>road rage</p> <p>emergency services vehicles will be caught-up in the grid-lock.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1691	The removal of front garden space and the widening of the road has the potential to actually disrupt traffic more due to the number of lanes that will need to be navigated in order to park in the dwelling	Please refer to Section 4.3
NTA-C9-1691	An alternating one way bus route could have been proposed as a more effective solution	Please refer to Section 4.10
NTA-C9-1691	The volume of traffic on the road means that the actions proposed are disproportional to the problem they are trying to solve. Traffic is heavily focused on the school rush hours, and the necessity for a bus route out from Dennehy's cross has to be questioned.	Please refer to Section 4.2
NTA-C9-1691	Closer proximity of vehicles to resident's front doors has a negative impact on quality of life with additional noise, vibration, and air pollution for Model Farm Road residents	Please refer to Section 4.11
NTA-C9-1691	Negative effect for residents of Model Farm Road on parking availability and for dwellers and visitors as there is little to no on street parking available nearby	Please refer to Section 4.6
NTA-C9-1693	Trees minimise noise pollution from vehicles and aeroplanes Clean the air of pollutants Shade and cool our homes and public spaces	Please refer to Section 4.4
NTA-C9-1693	Trees enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents They shield our homes and estate from street lights and vehicle lights on the main road. These lights will increase stress and reduce sleep and personal wellbeing.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1693	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction All the shrubbery/pollinator border outside the Westcliffe wall is being demolished. You are not re-planting or replacing these trees, etc Westcliffe Residents commissioned a drone video of the trees outside Westcliffe which BusConnects are cutting down. The link to view the video: https://youtu.be/vD2iWg3KtGg 'Westcliffe Trees 1'</p>	Please refer to Section 4.4
NTA-C9-1701	The photographs uploaded below are just a small sample of the baseline survey of the trees outside Westcliffe which BusConnects are cutting down.	Please refer to Section 4.4
NTA-C9-1702	<p>As a regular bus user in Ballincollig anything that can improve the efficiency and timekeeping of the service is to be welcomed by the community. Bus Connects has great potential for increasing the attractiveness of the town centre and as other studies have shown, will actually increase footfall in an urban area e environmental and climate change benefits</p>	Please refer to Section 4.6
NTA-C9-1716	<p>BusConnects, with all their 'expertise' and money, have failed miserably to provide new right-turn lanes at junctions where they are badly needed and the road could be readily widened to allow for right-turn lanes. This is 'lazy' design and a missed opportunity. These locations are: Wood Road, Classis Applegreen, Classis Lisheens Woods, Classis Prospect Lawn, Ballincollig The Staples Aylsbury Lawn The Old Quarter Apartments Coolroe Meadows</p>	Please refer to Section 4.2
NTA-C9-1721	Very satisfied with the recommended changes, incentivising the central roadway of Ballincollig for pedestrians, bikes and busses will make the town much more livable. I	Please refer to Section 4.6
NTA-C9-1725	Many residents/families of Westcliffe submitted hardcopy submissions by post and they are not showing	Please refer to Section 4.9
NTA-C9-1744	I live in the town centre, there is 1000s of parking spaces available to people. The bus and cycle lanes are imperative to the future of the area.	Please refer to Section 4.6
NTA-C9-1750	In my opinion there is no need to widen the current traffic lanes, if the street parking was removed the from the Poulavone Roundabout to the Dunnes Stores Traffic Lights I feel this would provide a fast traffic corridor.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1750	There is an opportunity with the current Ballincollig By-Pass to create a Park and Ride and also a Local Depot adjacent to the By Pass possibly on both sides of the Town which would cater for the needs of the townspeople.	Please refer to Section 4.10
NTA-C9-1750	the proposed alterations with regards to removing peoples gardens that have been developed with in some cases over 50 years and changing the overall look of the Town is not acceptable	Please refer to Section 4.3
NTA-C9-1751	This new proposed plan will destroy Ballincollig, we already live in a bottle neck for traffic, as trying to get out of Leesdale Estate is a disaster as is, so what will this do to us. We cannot turn right most days from our estate and from Poulavone roundabout to our junction traffic is constantly backed up to Eastgate. The roads are not suitable to be narrowed any further and we do not need the buses for Colaiste choilm parked at the top of our estate.	Please refer to Section 4.2
NTA-C9-1755	he NTA will be the cause of multiple businesses having to close their doors, Ballincollig will become a ghost town, This plan is ending in Classis Ovens, where I have a business, these proposals will make it very difficult for my vehicles to pull out safely and get to our jobs in a timely manner.	Please refer to Section 4.13
NTA-C9-1755	I already HAVE to leave my house at 8.15 am, to get my son to school on time, during the travel time we sit in traffic from O Flynn's Rd to Inishmore for approx 15-20 mins, this is with a right hand turning lane to Inishmore, your proposal states removing these lanes to facilitate ease of traffic for buses etc, do you seriously think this will be facilitated with no right hand turning lane to Inishmore, where will school traffic go? There is also planning for a school to be built on R608, how do you think these plans will affect traffic here?	Please refer to Section 4.2
NTA-C9-1755	our plan will only create worse traffic issues that will cause drivers to become irate and also lead to unfortunat accidents	Please refer to Section 4.2
NTA-C9-1766	proposal to fell many trees especially in Leo Murphy Terrace section of Main Street - if these mature tress are to be felled please replace with smaller trees (like those at Eastgate near Healys Pub) - smaller tress to reduce air and noise pollution while not being a risk to winter storms.	Please refer to Section 4.4
NTA-C9-1771	The changes I most appreciate is the implentation of bus gates into the main street of Ballincollig. I believe this is an excellent move as it would make navigating it on foot much simpler as you will be able to cross the road safely as cars wont be coming through it.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1771	My only worry with these plans is how will bus gates be enforced if loosely enforced then I am afraid that all the improvements coming from it will remain paper. Cameras at the entrance to the bus gates along with a fines distributed to violaters.	Please refer to Section 4.12
NTA-C9-1771	I am delighted at the changes proposed for Ballincollig in the Bus connects plan.	Please refer to Section 4.6
NTA-C9-1776	as a self-employed taxi drive I am genuinely concerned with the proposed cheap bus fares and more frequent buses which will increase use of buses over taxis.	This comment is noted
NTA-C9-1776	I would ask the NTA to consider an alternative route along Old Fort Road, in that way avoiding the town centre completely alleviating the concerns of many business owners regarding the proposed bus corridors.	Please refer to Section 4.10
NTA-C9-1776	My initial main concern is the removal of the designated right-hand turn lane at the entrance of Coolroe Heights estate The lane is a great safety mechanism on a very busy road. The new proposals to turn right using a shared vehicular lane will also cause longer delays for cars behind and inevitable they will risk overtaking by driving into the bus lane thus defeating the purpose of the bus lane.	Please refer to Section 4.2
NTA-C9-1776	I am aware through current proposals that there is no provision for either day or night-time taxi ranks in Ballincollig town centre. With the removal of more car spaces with the exception of designate set down and delivery zones, I would ask the NTA to seriously reconsider this and include day and night-time taxi rank spaces in close proximity to busy shopping areas and public houses in Ballincollig given the current and projected population of the area	Please refer to Section 4.6
NTA-C9-1776	the new proposals to turn right using a shared vehicular lane is neither safe nor wise with the risk factor for accidents likely to increase and increased risk of RTAs for residents of Coolroe Heights estate	Please refer to Section 4.2
NTA-C9-1781	Residents are most concerned about the danger in trying to enter and exit their properties, and for their families using the footpaths on the stretch of road between Poulavone and Inchaggin	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-1781	In order to justify both inbound and outbound bus lanes on this 1.4km route you would need to prove that future increase in traffic would back up 1.4km from Poulavone to the East and 1.4km from Inchaggin to the West .	Please refer to Section 4.2
NTA-C9-1781	If careful planning was put into place the 220X route that takes the bus in the Carrigrohane Rd and straight could be utilised better, leading to more a efficient use of the route along with the 220 route. To improve matters on the road, the bus stop heading East at Hilton should have a dish made so the bus can pull in off the road and not impact cars heading East as it currently does 4)The bus stop opposite Hilton should be moved directly opposite the existing Inbound bus stop.	Please refer to Section 4.10
NTA-C9-1781	However, the proposal for the Poulavone Roundabout will prove completely futile if you don't deal with the problem junction where the Carrigrohane Road meets the R618 Iniscarra Road . All the congestion at the Poulavone roundabout is as a direct result of the traffic heading to the R618.	Please refer to Section 4.2
NTA-C9-1781	In order to facilitate these bus lanes, you are also proposing to put in an expensive Priority Signalling System at Hilton/Church Hill Junction to give the bus priority over the cars heading West for an 80meter section of road that can't fit a bus lane . This will only cause congestion at Hilton/Church Hill Junction where there has never ever been congestion before	Please refer to Section 4.2
NTA-C9-1781	Solutions need to be appropriate and in keeping with the area . We did not choose to live on a highway when we purchased our homes.	This comment is noted
NTA-C9-1781	The requirement for 4 meters of cycle lanes from the Poulavone Roundabout to Inchaggin is non-existent. We have many committed cyclists on our resident's association and their preferred route is always the Carrigrohane Rd otherwise known to locals as the "Straight Road" for the very reason that it is dead flat. MTU cyclists use the Carrigrohane Road and Inchaggin as their preferred route. BusConnects should review how to Link this route with the greenway at Rossbrook to create an easy cycle access to MTU continue to use the Carrigrohane Rd because it is easier but more importantly much SAFER to use.	Please refer to Section 4.10
NTA-C9-1781	The unnecessary land grab will only lead to the destruction of wonderful residential road where neighbours chat and communicate with each othe	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1781	The loss of beautiful trees and mature gardens is unacceptable and will have a negative impact on our residential amenity and will ultimately end up devaluing our homes	Please refer to Section 4.4
NTA-C9-1781	The loss of beautiful trees is unacceptable and will have a negative impact on our residential amenity	Please refer to Section 4.4
NTA-C9-1781	It is time to introduce a North Ring Road that will alleviate this problem a	Please refer to Section 4.10
NTA-C9-1781	An establishment of a park and ride area in Ovens/Ballincollig would greatly improve the incentive for people to use the bus going into the City, UCC, MTU & CUH. The N40 and the 220X bus route could be used in this scenario along with a direct bus to MTU at peak times thus reducing traffic congestion and incentivising bus users.	Please refer to Section 4.10
NTA-C9-1781	Poulavone Roundabout – Inchaggin Lane is 1.4km long and takes 2 minutes to drive in a car.(ref google maps) It is proposed by the NTA to issue compulsory purchase orders for 79 houses on this 1.4 km stretch of road. It is our belief that this land grab is over excessive, unwarranted and a complete waste of public funds.	Please refer to Section 4.3
NTA-C9-1781	In carrying out your proposal you have failed to use up to date maps. You appear to have a complete lack of “Local knowledge” We would also like to ask you to be more inclusive when going to 2 nd Consultation Phase. Please refrain from doing so in July & August when you know people are on holidays .	Please refer to Section 4.9
NTA-C9-1781	We have canvassed all our cyclists and families in our area and in the estates off the Model Farm Rd(which your team failed to communicate any of these proposals to)	Please refer to Section 4.9
NTA-C9-1781	There is currently a speed limit of 50km per hour on this stretch of road between Poulavone and Inchaggin . As traffic including buses accelerates up the hill from Poulavone the speed of most vehicles far exceeds this 50km limit by the time they reach Hill Farm, and they maintain excessive speed in the decline to Inchaggin.	This comment is noted
NTA-C9-1781	We must commend your proposal for the treatment of the road between Scotch Lane & the Tennis Village. It has been very considerate to the local houses providing them with green space and a cul de sac. The removal of the bridge at Inchaggin is most welcome and will mean that traffic will move smoothly at the notorious pinch points	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1781	There have been no studies presented to us that prove there is a future requirement for a 6- lane highway on this stretch of Road.(2 cycle lanes,2bus lanes ,2 car lanes) no topography studies have been carried out, so the engineers at ARUP would be unaware that the Model Farm Rd is both hilly and windy.	Please refer to Section 4.9
NTA-C9-1790	the NTA will be the cause of multiple businesses having to close their doors	Please refer to Section 4.13
NTA-C9-1790	There is also planning permission for a two schools to be built on R608, how do you think these plans will affect traffic here?	Please refer to Section 4.3
NTA-C9-1790	Your plan will only create worse traffic issues that will cause drivers to become irate and also lead to unfortunate accidents.	Please refer to Section 4.2
NTA-C9-1793	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.	Please refer to Section 4.10
NTA-C9-1795	I have concerns in regard to the Ballincollig Route Map 12 section and it seems there is non-consideration of access to from Leo Murphy Terrace Lane which feeds 10 x houses	Please refer to Section 4.5
NTA-C9-1795	Speeding has become a big problem again on Main Street between Eastgate and Poulavone as cars speed up to make Eastgate Traffic lights. The hash box at Leo Murphy Terrace Lane Junction is very rarely observed as it cannot be seen until "you are in it".	This comment is noted
NTA-C9-1799	Please keep an express bus similar to the 220X between Ballincollig and Cork City going down the Carrigrohane Straight Road	This comment is noted
NTA-C9-1804	Our location at the moment is in the heart of Ballincollig town centre, and we fear that if this project goes ahead that our location will become inconvenient and difficult for our customers. We fail to see as business owners, how this plan can further enhance the attractiveness of Ballincollig town centre as a shopping destination.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1804	This requires our customers to be able to park relatively close to the Ballincollig, BiteSize Cafe in order to collect these orders. will we need to ask 50 to 60 of our customers who collect large occasion cakes to transport it home either on the back on their bikes or on the bus???	Please refer to Section 4.6
NTA-C9-1810	The removal of parking spaces from the centre of Ballincollig will significantly affect people with limited mobility and the Elderly .	Please refer to Section 4.6
NTA-C9-1814	It will also have a negative impact on our access to our home and also significantly reduce our parking spaces. Access in and out of our home will be negatively impacted. As a physician I need to be able to exit my home at times in a very timely manner, often very late at night.	Please refer to Section 4.5
NTA-C9-1814	Negative impact on biodiversity also, including the birds, insects, bees, that frequent our garden.	Please refer to Section 4.3
NTA-C9-1814	Gardening is a hobby I enjoy, and use it to destress from a relatively stressful job. As gardening is a way of de stressing I feel this will have a significant negative impact overall.	Please refer to Section 4.3
NTA-C9-1814	Needless to say there will be significant noise disruption during the establishment of the new layout. Thus, the significant number of years of disruption that this project will bring will have a serious negative.	Please refer to Section 4.11
NTA-C9-1814	Significantly reduce our parking spaces.	Please refer to Section 4.6
NTA-C9-1814	There is the very obvious loss of value to our property. There will undoubtedly be issues in relation to future planning our home as we age.	Please refer to Section 4.8
NTA-C9-1814	Our front garden will be significantly impacted. In so doing we would lose all our front garden area, losing four trees, amongst a host of other significant shrubs and bay hedging.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1814	<p>The proposal as it current stands would bring traffic 4 meters closer to our home.</p> <p>This will lead to increased noise levels within our home, which could significantly impact on our child who has significant sensory issues.</p> <p>It may also impact on our overall quality of sleep as two family members sleep at the front of the house.</p> <p>Also bringing the footpath close to our home will result in pedestrian footfall closer to our home, which increase noise levels particularly over weekends when people are returning home late at night.</p>	Please refer to Section 4.3
NTA-C9-1819	<p>Reference to Clinton -v- An Bord Pleanána, [2007] IESC 19, O'Brien v. Bord na Móna [1983] IR 255 and Prest v. Secretary of State for Wales (1982) 81 L.G.R. 193 at 211:</p> <p>Given that the issue is one of law and fact, it is equally axiomatic that the patch of road fronting our house must ,in practice, and not notionally, be decisively proved to be seriously impeding the free flow of traffic , including buses</p>	This comment is noted
NTA-C9-1822	<p>As a resident of Ballincollig I specifically approve of the proposals for here, the town has an over-abundance of car parking spaces so any claims about the loss of a few are just very blinkered</p>	Please refer to Section 4.6
NTA-C9-1829	<p>Accessibility of Ballincollig GAA Club members and local residents traffic will be dramatically disrupted at top of Old Fort road due to increased traffic on said road</p> <p>Accessibility of visiting GAA Clubs will be disrupted in same way with increased level of traffic flow</p>	Please refer to Section 4.2
NTA-C9-1829	<p>Many children visit the Ballincollig GAA club either cycling or walking, the Bus Connect proposal will result in added danger due to increased traffic</p>	Please refer to Section 4.1
NTA-C9-1837	<p>The removal of parking over the full length of the main street including disabled parking will result in serious inconvenience especially to disabled persons.</p>	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.

Submission Reference	Statement	NTA Response
NTA-C9-1837	Removal of Poulavone Roundabout; Entrance / Exit to Bridgewater Estate which presently exits on to the roundabout will now exit on to a live traffic lane where traffic is accelerating away from the proposed traffic lights. Traffic entering the estate from Carrigrohane Road must stop in a live traffic lane to access the estate.	Please refer to Section 4.2
NTA-C9-1837	<p>All traffic travelling from the eastern side of town is forced to turn left into Harrington Street and travel through a public car park and onwards through Bakers Street to Station Road. The junction between Bakers Street and Station Road is already a serious pinch point</p> <p>Traffic travelling from the western side is diverted into High Street and from there on to Old Fort Road. This traffic will return to the Main Road via Eastgate.</p> <p>This area is a parking area for busses collecting students from Colaiste Choilm and will lead to major traffic difficulties because of the additional traffic forced to use the area.</p> <p>Old Fort Road is an access road to numerous businesses</p> <p>One way traffic only eastwards on Main Street will create serious problems for small business along the main street.</p> <p>College Road is already a bottleneck for traffic and is barely wide enough to accommodate car traffic let alone Bus traffic.</p>	Please refer to Section 4.2
NTA-C9-1837	<p>diverted traffic will be forced to travel through the Eastgate which consists of old stone walls and pillars which date back to the 1800's and is part of the original walls around the old gunpowder mills.</p> <p>the vibrations caused by this additional traffic will lead to detrimental damage to the foundations of those pillars and walls.</p>	Please refer to Section 4.2
NTA-C9-1837	In the current time of Climate Change and Carbon Footprint what arrangements if any are included in the plan to counteract this loss of Carbon Footprint.?	Carbon impacts will be assessed in detail as part of the 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 its assessment of the scheme.
NTA-C9-1837	<p>Although the proposals include the planting of new trees, it in no way compensates for the number of trees being removed.</p> <p>It is a well known fact that a mature tree can help the environment by the removal of carbon dioxide and other harmful gasses such as sulphur dioxide and, carbon monoxide</p> <p>removal of those trees will result in the undermining of the foundations of the old boundary wall</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1837	<p>With regard to the public car park through which the diverted traffic is diverted, As this is a very busy car park what research has been carried out to back up this proposal and what arrangements are being put into action for the health and safety of the patrons of this public carpark.?</p>	Please refer to Section 4.1
NTA-C9-1868	<p>Trees can be replaced. Ballincollig has loads of off street parking, including accessible spaces for those with additional needs, so we can afford to give up the on street parking to make way for cycle tracks. We need to change and move with the times. Vested interests should be called out and ignored. Short term adjustment needed for long term gain for most people. Wishing Bus Connects every success.</p>	Please refer to Section 4.6
NTA-C9-1878	<p>Looking at the proposed maps as a resident of Coolroe Heights I am very concerned that we are going to lose our right turning lane as we come down past Old Quarry Apartments. This lane is vital to ensure that we can safely turn into our estate when coming from the west village area as we generally have to wait for the traffic coming towards us to clear to allow us to turn safely. When this was removed previously a number of years ago it caused many issues for residents such as near misses and rear-ending of vehicles and lead to a lot of concern and anxiety in our estate. We do not want to head back to that again.</p>	Please refer to Section 4.2
NTA-C9-1878	<p>Important also to note is that we have quite a lot of traffic coming into Ballincollig on all sides from Ovens, Farran, Aherla, Ballinora, Inniscarra, Cloghroe, Tower, Blarney. This additional traffic coming into Ballincollig mainly at peak times needs to be accommodated as they do not have the option of using the bus service. This needs to be accommodated in a manner that does not impact negatively on those living in Ballincollig. The removing of all the right turn lane options through the town will only increase the frustration, anxiety and concerns for drivers. We want this proposal to work for the town and its residents and I look forward to seeing what options will be forthcoming to allow us to continue to enjoy our town safely for everyone.</p>	Please refer to Section 4.2
NTA-C9-1878	<p>As a resident it appears that not much thought has been given to the impact of these proposed changes to those who are living and using the roads in Ballincollig everyday - going to work, doing school drops, shopping, general every day. Not everyone living in Ballincollig is moving through the main street and heading to the City.</p>	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-1880	<p>Many of the traffic junctions just do not work, and will lead to massive congestion.</p> <p>The lack of a right filter lane at some of the junctions (namely, the Inniscarra Road, junction, Maple Lawn/Fort road, and centre of Ballincollig , etc is a particular problem.</p> <p>The proposed signalised junction at Poulavone similarly is not a good idea.</p>	Please refer to Section 4.2
NTA-C9-1880	<p>The proposed signalised junction at Poulavone similarly is not a good idea.</p> <p>The Bus Gate is poorly thought out. It attempts to solve a problem that does not exist, as this junction causes little/no delays to the bus network.</p> <p>Delays at this location are mainly caused at school collection time at Ireland's second largest school, which does not allow school busses into its grounds.</p> <p>These busses are parked on the road for 15 minutes leading to massive tailbacks, for over an hour.</p> <p>If these busses were given suitable parking spaces, there would be no need for Bus Gates.</p> <p>Furthermore many taxi drivers have told me that they will not use the one Bus Gate in Cork city, as it does not recognise "low vehicles" and therefore does not allow them to pass (until a bus pulls up behind them).</p>	Please refer to Section 4.2
NTA-C9-1880	<p>As a sometimes cyclist, I believe that the cycle lane through Ballincollig town centre is needless.</p> <p>There is already a protected cycle lane on both Old Fort Road, and the Back Road. The Back road serves Greenfields, An Caislean, Muskerry Estate, Castleknock, Glincool, Maglin, Cranford Pines, Beech Park, Cloisters, Limeworth, Carriginarra, and an extension of this bike lane would be welcomed.</p> <p>All 3 roads heading East/West through Ballincollig do not need cycle lanes. I would estimate that the use of Bicycles on either of these existing routes is less than 10 per day.</p>	Please refer to Section 4.10
NTA-C9-1880	<p>The secondary /knock on effects of diverting traffic down Harrington street into a car park have not been thought out, neither have the secondary effects of diverting traffic down High Street, or if thought out, have not been detailed in the report.</p>	Please refer to Section 4.2
NTA-C9-1889	<p>The filter lanes in both directions are vital for the flow of traffic at these junctions currently.</p> <p>These junctions are already very busy due to the many housing estates in the area, West End shopping centre, schools, churches, public health centre and Lidl all in the area.</p> <p>The area is congested at peak times during the day and without these filter lanes, it would be even worse.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1889	<p>This is vitally needed for our elderly and disabled residents. They need to be able to park close to post offices, pharmacies etc.</p> <p>If the street parking is removed, it puts added pressure on the car park at the back of SuperValu which is already full most mornings.</p> <p>This is also the car park that through traffic is proposed to be directed through which would also be dangerous for our elderly who need additional time to cross roads etc.</p>	<p>Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.</p>
NTA-C9-1889	<p>Directing traffic past a funeral home, through an already congested car park, past a school and down Station Road would be hazardous and dangerous.</p> <p>This area is already congested at peak times during the day so adding to this traffic would make it worse.</p> <p>The car park has many blind spots and limited footpaths for pedestrians. Turning right or left onto Station Road is also hazardous as the junction is not very wide so could lead to accidents.</p>	<p>Please refer to Section 4.2</p>
NTA-C9-1912	<p>Currently these Roads encompass densely populated areas which have little or no public transport access.</p> <p>The latest City Development Plan envisages 5,000 additional housing units to be located here and the public transport needs of this population should be included in any public transport proposal.</p> <p>This does not appear to have been considered in the proposals presented.</p>	<p>This comment is noted</p>
NTA-C9-1912	<p>Extension of the 208 bus service to Ballincollig would allow direct access to the CUH from Ballincollig. This service is considered a vital necessity for the elderly and vulnerable of our community.</p>	<p>Please refer to Section 4.10</p>
NTA-C9-1912	<p>A circular rather than spider approach is taken when planning bus transportation corridors i.e. Buses with Direct access to the main industrial parks such as Apple and Little Island (at peak work times only).</p>	<p>Please refer to Section 4.10</p>
NTA-C9-1912	<p>Ballincollig has already experiences a similar situation with the removal of the roundabout at Quishes SuperValu in West village which has resulted in traffic chaos at that location and is a very real health and safety hazard.</p>	<p>Please refer to Section 4.2</p>

Submission Reference	Statement	NTA Response
NTA-C9-1912	<p>It is clear there is no problem in the village with the flow of buses from Ballincollig and through the village at present (with the exception of school drop off and collection times).</p> <p>The majority of the delays for buses going through Ballincollig are caused by traffic issues in Carrigaline, Douglas and the City Centre which delay the 220 buses from travelling to Ballincollig, not through Ballincollig.</p> <p>Buses go from West to East no problem- regular on time on all the route from Ovens, through to the Poulavove roundabout, with the exception of a previously highlighted section near Colaiste Choilm. However Students can have waiting times of up to 2 hours on the Model Farm Road when travelling from Bishopstown home to Ballincollig (3 buses could arrive at the same time).</p>	This comment is noted
NTA-C9-1912	<p>The current proposals recommence to CPO car parks of a number of business such as Costa, Iceland, Finbarr O'Neill's and Crotty's Medical surgery to name but a few. This will have the effect of closing these businesses as a supermarket cannot function without car park for trolley shops and it is essential that a doctors surgery have parking for its patients. These are non negotiable.</p>	Please refer to Section 4.6
NTA-C9-1912	<p>Main Street is currently occupied primarily by a significant number of family run business some of whom operated from and traded successfully from this location for over 50 years.</p> <p>By removing vehicle access to Main Street the long term viability of these businesses will be jeopardised and there is deep concern amongst the business owners in this regard.</p>	Please refer to Section 4.2
NTA-C9-1912	<p>The main bottle neck in the village is at the Aldi entrance from Main Street to the Old Fort Road.</p> <p>By banning private vehicles from Main Street the congestion on Old Fort Road will more than multiple exponentially.</p>	Please refer to Section 4.2
NTA-C9-1912	<p>proposed cycle lanes can be easily be facilitated by using the Dutch model at the roundabout allowing it to remain in place.</p>	Please refer to Section 4.10
NTA-C9-1912	<p>Ballincollig Business Association see it as tackling a problem that does not exist.</p> <p>Congestion is not an issue on Main Street in Ballincollig, congestion problems in Ballincollig are largely confined to school drop off and collection times primarily at Colasite Choilm to east of the town but also at Station Road.</p>	Please refer to Section 4.13
NTA-C9-1912	<p>There is a clear additional opportunity to do something really special in the Regional Park stretching the whole length of the Town, from Inniscarra Bridge to the Anglers Rest and on the Lee Fields and the County Hall at Victoria Cross (the only route with direct access to the City Centre).</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1912	Should the proposed changes be implement the consensus is that the general population will by pass the town completely and travel straight for shopping and services to Wilton, Mahon or the City Centre which will result in Ballincollig effectively becoming a “ghost town”.	Please refer to Section 4.13
NTA-C9-1912	The current proposal also eliminates a number of key filters and slip roads which have been proven to be very effective and should be maintained.	Please refer to Section 4.2
NTA-C9-1912	<p>The current proposal will see the removal of all car parking spaces on Main Street and will require at a minimum reduce the number of spaces in the car park behind O'Crualaioi's and Supervalu by one third as a result of the traffic redirection through this area.</p> <p>Not only will the businesses have no set down areas they will have no car parking which could effectively close all the traders on Main Street.</p>	Please refer to Section 4.6
NTA-C9-1912	<p>There is no alternative public car parking in the town this cannot be allowed to happen. It will result in the effective privatisation of car parking in Ballincollig, leaving businesses and consumers reliant on the goodwill of privately owned car parks in the future.</p> <p>A real concern looking elsewhere to the privately owned Liffey Valley Shopping Centre car park which has recently introduced pay for parking. Nobody envisaged this situation occurring 12 months ago and we do not want this to be replicated in Ballincollig.</p>	Please refer to Section 4.6
NTA-C9-1912	<p>In addition by removing vehicles this will adversely impact on the access to vital services such such as banks and the Post Office for the elderly and vulnerable in our Community.</p> <p>There is a real feeling at a local level that this will lead to a loss of employment.</p>	Please refer to Section 4.2
NTA-C9-1912	The residents of Ballincollig strongly object to the removal of any trees to facilitate the introduction of cycleways and bus corridors.	Please refer to Section 4.4
NTA-C9-1912	Ballincollig has already experiences a similar situation with the removal of the roundabout at Quishes SuperValu in West village which has resulted in traffic chaos at that location and is a very real health and safety hazard.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1912	Included in Appendix One of the within submission, is that of Anne Cahill who is the Manager of the Chapel Gate Café, the location where it is currently proposed to redirect the traffic flow. She has eloquently highlighted a major issue which will be caused by this proposal, should it be implemented.	Please refer to Section 4.2
NTA-C9-1921	Traffic leaving Ballincollig at peak times will extend back passed my property and will impact my family in trying to access and exit our property.	Please refer to Section 4.5
NTA-C9-1921	The plan is to remove 10 existing right turn lanes and in the east bound direction there will be 20 traffic control lights and west bound there will be 16 traffic control lights. For a town and businesses to flourish it should be traffic friendly, which in turn increases footfall and these plans are not.	Please refer to Section 4.2
NTA-C9-1921	The removal of the Poulavone Roundabout to a traffic controlled will have a direct impact to me and my family as our house is located so close to this roundabout.	Please refer to Section 4.2
NTA-C9-1921	The stopping of the bus lane outside my home and the signal controlled priority will also require additional street lighting and this will cause a light pollution effect to the quality of our home life.	Please refer to Section 4.11
NTA-C9-1921	There is a requirement of the plans to remove a substantial section of my front garden. As this is. The impact of increased traffic queuing at peak times will also have an impact from fume and noise pollution. This will result in additional traffic queuing and disruption directly outside my property. Further due to the acquisition of portion of the traffic will be brought nearer to my home resulting in reduction in family quality of life due to noise and fumes. Traffic fumes will also have a detrimental effect on [personal information redacted] are asthmatic and require inhaler support	Please refer to Section 4.3
NTA-C9-1927	It is already challenging to exit our property as stands given traffic volumes on the road in addition to traffic entering /exiting Rosewood at this junction. The addition of a bus lane on our side of the road would increase the length of time to enter the road and as a result, the challenge of entering safely would increase further given current and expected traffic volumes.	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-1927	The proposal to move the bus stop on the opposite side of the road (Ballincollig to Cork City route) from its exiting location to the proposed location across from 4/5/6 Ros Nua needs to be reviewed given the proximity to residences on both sides of the road. This is a 24 hour bus service and a bus stop in this location will see people congregating/noise disruption etc.	Please refer to Section 4.12
NTA-C9-1927	Our house is 'A' rated property which requires us to open windows to allow ventilation. This is essential from a quality of life perspective. Bringing the traffic closer to the house will impact on air quality. Bringing the road so close to the property will have the effect of increasing noise volumes/disruption. As stands, I work from home on a hybrid basis 2/3 days per week and if the proposal proceeds, I will not have the ability to open the windows given the noise the proximity of traffic to the house.	Please refer to Section 4.3
NTA-C9-1927	A reduction of space at any level from the front of the house would have a serious impact on our family unit given we are a family of five and a two car household. It is imperative we have sufficient space to park 2 cars. Our property is a [personal information redacted]. There are [personal information redacted] covering c4.9meters in width. The removal of 3 meters from the front of the property will have the effect of reducing the car space available in front of each house to c1.9 meters. It is very questionable if this would be wide enough to take even 1 car.	Please refer to Section 4.3
NTA-C9-1927	The proposal will have a serious impact on the value/saleability of the house.	Please refer to Section 4.8
NTA-C9-1927	Bringing the footpath so close the house brings a natural invasion of privacy. This is a busy footpath and it is inconceivable that it will be moved closer to the front window.	Please refer to Section 4.3
NTA-C9-1934	This submission focuses on STC E (Ballincollig to City), and in particular, the proposal to install a Bus Gate on Main Street which will restrict through traffic on Main street towards Castlewest Shopping Centre's surface car park. The National Transport Authority (NTA) is proposing to install a bus gate between Harrington Street and High Street, with buses and cyclists being the only vehicles allowed to pass through this area. Through-traffic flow will be re-directed away from Main Street to Old Fort Road to the north of the town centre The current proposal over-complicates matters requiring customers to take a longer route to get to the shopping centre's surface car park rather than driving direct along Main Street. This results in lengthening the amount of time it takes for people travel to the shopping centre	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1937	We will have great difficulty leaving our property as the plan envisages putting an island directly outside our gate - My house is located between the Rendezvous Pub and Dennehy's Cross.	Please refer to Section 4.5
NTA-C9-1937	I would suggest that the plan for the north ring road to connect to the south ring road would alleviate a lot of these issues	Please refer to Section 4.10
NTA-C9-1937	It is also the intention of this plan that the bus lanes will run for a few 100 meters and will then have to move out into traffic again and in and out as there are properties on the road. I would suggest that this plan will cause more congestion and accidents than it will prevent.	Please refer to Section 4.2
NTA-C9-1937	Have you considered the feasibility of running the 220X more frequently along the Carrigrohane Road, this would be more direct and quicker to town, reaching the destination faster and in a straight line	Please refer to Section 4.10
NTA-C9-1937	Question as to whether the bus lane, which steps back in at the start of the junction of Bishopstown Avenue and continues for 60 Meters approximately and then steps back out onto a single lane, would help with the flow of traffic. I believe the location of this part of the corridor will lead to more congestion, traffic generally moves quickly in the direction of the city and we do not have serious congestion issues.	Please refer to Section 4.2
NTA-C9-1937	Model Farm Road community as we know it will now be split in two as it will be too dangerous to walk across to our neighbors, for a chat or a helping hand. A number of residents on the road are older and depend on neighbors for support	This comment is noted
NTA-C9-1937	Ecologically this plan intends to remove trees all along the route, these are very important for people living in a city and help with the well being of the citizens of this community. At present there is much wild life existing in the gardens and trees in our area, foxes which can be seen crossing the roads late at night and the birds whistling in the trees through the seasons, this will all disappear as the trees disappear..	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1937	<p>the only build up of traffic by our house is from 8-9 in the morning and 3-4 in the afternoon beacuse there is no facility for the parents of students from Mount Mercy to drop off their students at the school.</p> <p>If a suitable drop off area was provided it would ease the congestion at these times and allow for the easy movement of traffic</p>	Please refer to Section 4.2
NTA-C9-1937	perhaps MTU could develop something similar to a Park and Ride which I would imagine is a more cost effective solution.	Please refer to Section 4.10
NTA-C9-1937	<p>We would have grave concerns for our safety as we navigate this.</p> <p>We have observed that when buses and taxi's use the bus corridors they tend to drive more quickly and aggressively.</p> <p>As the plan stands, it will be very dangerous for students attending the school.</p>	Please refer to Section 4.1
NTA-C9-1937	Has a feasibility study been completed to determine the need for a bus lane at this particular point?	Please refer to Section 4.9
NTA-C9-1941	<p>I note that concerns have been raised about removal of on street parking in Ballincollig.</p> <p>There is a large provision of parking facilities in Ballincollig and I believe that the fears around removal of on-street parking are unfounded.</p>	Please refer to Section 4.6
NTA-C9-1941	I suggest that the improvement of public transport in the town and connection of the town to the City Centre, together with enhanced pedestrian and cycle facilities will enhance and add to the existing town environment.	Please refer to Section 4.6
NTA-C9-1956	The removal of on street parking, and restructuring of what streets cars are allowed to drive on, will remove the heart of our village and simply turn Ballincollig into an area straddling a transport network.	Please refer to Section 4.6
NTA-C9-1956	Regarding the removal of trees from the West Village, I think it is ludicrous to remove beautiful mature trees for the purpose of this project. Another way needs to be found.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1956	The removal of this right turn lane would have serious implications on residents of Coolroe Heights, Willow Grove, The Avenue and Avon Court . Any car turning right here would be in the same lane as traffic continuing on towards the village, and will vastly increase the risk of accidents.	Please refer to Section 4.2
NTA-C9-1958	Alternative available routes Ballincollig has available support roads where expansion is already occurring, these areas have a surplus of land which could be used to support travel infrastructure without claiming land from a high number of residents. This would also avoid effectively cutting off the main street from traffic, and therefore, custom. It may also have the advantage of keeping bus routes and times more efficient.	Please refer to Section 4.10
NTA-C9-1958	Feeling Safe in your Home Closer proximity to footpaths means closer contact with pedestrians and potential increase in damage to property and feeling unsafe in our home.	Please refer to Section 4.3
NTA-C9-1958	<p>Environmental impact: Noise Pollution. Moving traffic closer to our home will increase our proximity and exposure to environmental disturbances.</p> <p>Light Pollution There is a lamppost situated directly outside our house. This lamppost will be moved according to Bus Connect plans resulting in closer proximity to our home. This closer proximity means more light coming through our windows at night, particularly our bedroom windows. Increased light pollution will force us to invest in blackout curtains.</p> <p>Air Pollution Creating bus lanes outside our home will not necessarily reduce the number of cars on the roads, but it will increase the frequency of buses traversing the roads outside our home. An increased frequency of buses could create more air pollution.</p> <p>Increased noise, light and air pollution, safe access to and egress from our homes over considerable period of time – resulting in creased stress and negatively impacting our overall health and well-being.</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1958	<p>The current draft proposes removing up to three metres of land from our front garden which result in losing a parking space.</p> <p>Losing a parking space will mean essential services such as plumbers, electricians, ambulances etc will not be able to park safely on our property.</p>	Please refer to Section 4.3
NTA-C9-1958	<p>Loss of Property Value</p> <p>Bus Connects states that compensation will be given for loss of property, but clarification needs to be established on how the amount will be calculated and if it is equitable</p>	Please refer to Section 4.8
NTA-C9-1958	<p>Loss of Meaningful Activities</p> <p>We enjoy gardening in our front garden. Engaging in past times such as gardening are important for our physical and mental health. Potentially losing the ability to engage in this meaningful activity is already stress inducing. Losing our front garden would negatively impact our overall health and well-being.</p>	Please refer to Section 4.3
NTA-C9-1958	<p>Entering and Exiting our driveway Extending the width of the road and paths to accommodate more cars, buses, cyclists, and pedestrians results in increased difficulty in safely exiting and entering our driveway.</p> <p>There will be an increased chance of accidents to us, fellow motorists, cyclists, passengers, and pedestrians.</p>	Please refer to Section 4.5
NTA-C9-1959	The removal of turning lanes throughout the corridor will result in gridlock even in the event of reduced use of motor vehicle (which we all want to see).	Please refer to Section 4.2
NTA-C9-1959	In regard to Ballincollig Village centre; I feel that an amount of onstreet parking should be retained for the benefit of elderly and disabled people.	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-1959	I would think that the removal of a large amount of trees at along the route is also not required to deliver this plan. A revised plan reducing the amount of trees removed would be desirable.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1970	Many people access the main town of Ballincollig on a regular basis for shopping, medical and banking needs, Post Office – many of whom are elderly, disabled or not able to carry heavy shopping	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-1970	The current traffic lights system at the turn onto East Gate is not working.	This comment is noted
NTA-C9-1970	There does not seem to be any consideration given to either residents or business owners of Ballincollig town the proposal which aims to remove a further 68 parking spaces which will directly impact business on Main street and side street	Please refer to Section 4.6
NTA-C9-1970	<p>The proposals will not allow traffic through the village on Main Street, Ballincollig, cars and traffic travelling west past Colaiste Choilm are to filter right through the East Gate onto Old Fort Road – already a complete bottleneck not only at school start and close times but at many other times of the day, the backlog can run back from the Eastgate as far as Rosewood Estate and further</p> <p>The 2 nd option for traffic heading west through the Village would be to turn onto Harrington Street, although many will cut through the turn off into the housing estate at Carrigdena and cut through past Crowley’s Funeral Home, to cut through a public Council Car park onto Baker Street and join Station Road.</p> <p>Station road is already traffic heavy. All of the turn off points to access your way through a car park and onto Station Road are already regularly backlogged with traffic.</p> <p>The traffic lights turning from Main Street onto Barr Na Sraide or vice versa cause a backlog in itself, in both directions</p> <p>In addition, the removal of the roundabout at Poulavone will only cause further disruption, many new housing developments have been built both along the Model Farm Road as it joins the roundabout and the Carriganarra Road and N22 catchment which flows traffic through the Poulavone roundabout</p>	Please refer to Section 4.2
NTA-C9-1970	It will turn Ballincollig into an empty town, devoid of business	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1970	It is a fact that people go local if it is convenient and there is parking. There will be neither with this proposal. Removing parking and making it difficult to access the town will not encourage people to take the bus.	Please refer to Section 4.6
NTA-C9-1970	The felling of over 373 mature trees – 60 alone along the approach to the Oriel House Hotel is disastrous, who in their right mind can claim this will contribute to a Sustainable and Living city.	Please refer to Section 4.4
NTA-C9-1970	the increased number of cars taking the Old Fort Road, will cause chaos and contribute to increased danger for school children using the main road outside of Colaiste Choilm as far as the East Gate and onto Old Fort Road.	Please refer to Section 4.2
NTA-C9-1972	I believe that the current proposals will have severe adverse impacts on businesses from whom it is proposed to acquire parts of homes and property and believe that the objectives of BusConnects can still be met with some compromises made in this area.	Please refer to Section 4.13
NTA-C9-1972	I also believe that a greater effort should be made to avoid the removal of mature trees from the areas immediately adjacent to the proposed bus corridors.	Please refer to Section 4.4
NTA-C9-1972	I believe that the current proposals will have severe adverse impacts on some residents and businesses from whom it is proposed to acquire parts of homes and property and believe that the objectives of BusConnects can still be met with some compromises made in this area.	Please refer to Section 4.3
NTA-C9-1973	How are the elderly, infirm, people with disabilities going to access pharmacies, doctor's, dentists, hairdressers, shops etc. on the main street.	Please refer to Section 4.6
NTA-C9-1973	Your proposals would be the final nail in the coffin for those enterprises.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1973	<p>I also object to the diverted traffic proposals that you have.</p> <p>The idea of all the traffic coming into the village from the East being diverted along old Fort road to the right or left at Harringtons Chemist is utter madness.</p> <p>Who decided to divert traffic through a public car park & up onto Station road, which is already an extremely busy area.</p>	Please refer to Section 4.2
NTA-C9-1973	My daughters use the buses regularly and there are no bus delays, so why special bus corridors?	Please refer to Public Consultation Brochures which set out the need for the scheme
NTA-C9-1973	Diverting traffic will cause pollution from cars stuck in traffic	Please refer to Section 4.2
NTA-C9-1973	<p>There is no reason to cut down 60 trees in front of Westcliffe, which are so beneficial to stop global warming and a haven for birds and all sorts of wildlife.</p> <p>Why cut down trees that have take years to mature to the stage that they are at present?</p>	Please refer to Section 4.4
NTA-C9-1973	Was a Health & Safety review conducted or any sort of Risk assessment?	Please refer to Section 4.9
NTA-C9-1974	I fail to see how the removal of on street parking in Main Street Ballincollig this could be much of a negative impact	Please refer to Section 4.6
NTA-C9-1976	Bus Connects will provide me with a much safe cycling route from Ballincollig to Cork City.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1976	<p>I am gravely concerned by the proposal to replace existing mature trees.</p> <p>It is impossible to replace the carbon sequestration capacity of a mature tree with a sapling. I would like to see the preservation of mature trees along the bus routes where possible with the planting of multiples (100 per tree removed) of native trees in the environs of the city centre to replace those that need to be removed.</p>	Please refer to Section 4.4
NTA-C9-1980	<p>Bus gate College Rd (Map E31) We welcome the proposed bus gate on College Rd</p> <p>Passing the bus gate on College Rd must be allowed for our shuttle buses and UCC maintenance vehicles</p> <p>As College Rd will become a functional cul-de-sac east of Gaol Walk, this will affect setdowns along College Rd and deliveries to our properties on the southern side of College Rd.</p> <p>It is proposed to ban any vehicle turns from Gaol Walk into College Road (west) and vice versa.</p> <p>While we understand that this shall rule out rat running of general traffic between Dennehy's Cross and Gaol Cross, avoiding Victoria Cross, on a macro scale, this turning ban will inhibit efficient vehicle movements locally on a micro-scale.</p> <p>UCC has entrances to 3 car parks from Gaol Walk. If the turning ban was imposed, access to Gaol Walk would only be possible from Western Rd (issue with filter lane, see below) or Highfield Avenue.</p> <p>Traffic to approach Gaol Walk from the south would be diverted through streets that are unsuitable for (local) through traffic (Magazine Rd, Dorgan's Rd, Highfield Avenue).</p> <p>Further, there would be the risk that UCC staff would use our Pharmacy Building entrance (College Rd) to pass through Aras na Laoi car park as a rat run to Perrott's Inch car park on Gaol Walk.</p>	These comments are noted and where practicable changes have been made to the scheme. Please see Section 4.10
NTA-C9-1980	<p>Donovans Rd cycle lane (Map E32) - We ask the NTA to revise the proposals to take out the recently installed segregated uphill cycle path, especially given the only limited benefit that we see in the related widening of the western side footpath</p>	The introduction of a bus gate on College Road will significantly reduce traffic on Donovans road making it suitable as a quiet street.
NTA-C9-1980	<p>We ask to reconsider the benefit of the proposed footpath and complementing new footbridge extension on the western side of Donovan's Rd, due to the severe impact of a new footbridge to the general appearance of our historic Campus Entrance (College Ceremonial Gates) – one of UCC's signature vistas –, the subsequent loss of a number of mature capital trees in the area and operational issues (recess of the boundary fence in a sensitive area)</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-1980	<p>Civil Engineering Bldg (Map E31) Land-take is proposed along our Civil Engineering building in order to widen the northern side footpath. The footpath is in good condition and its width – from our view – sufficient for the actual footfall. This particular section of footpath is not heavily frequented</p> <p>We would rather see the need for a widened footpath at the westbound bus stop outside Elderwood, as the (southern side) footpath here is narrow, and not wide enough to take walking traffic and waiting bus passengers together.</p> <p>We are open to discussions about the proposed land take.</p> <p>We cannot see a major priority for widening the footpath along the College Road car park (Map E31)</p> <p>The plans propose a widening of the footpath on the western side of Donovan’s Rd between the river bridge and Connaught Avenue. This shall be complemented by a new foot bridge just west to the existing bridge within UCC grounds.</p> <p>We doubt that there is a desire line for any significant footfall from Western Rd up to the western side footpath in Donovan’s Rd</p>	<p>The footpath width has now been reduced in this area and land take is no longer proposed from the Civil Engineering building.</p>
NTA-C9-1980	<p>College Road - Brookfield Health Science Complex (Map E29, opposite St Francis Ave). We don’t see any major issues with the proposed minor land take and are open to discussions on same.</p> <p>Civil Engineering Bldg (Map E31) Land-take is proposed along our Civil Engineering building in order to widen the northern side footpath. Pushing back the boundary wall along Civil Engineering would be an issue for UCC.</p> <p>The front of the building, i.e. the space between the boundary fence and the building front is needed for access and maintenance reasons. It is the only access route to the rear / northern elevation of the building and adjacent areas for lorries, machinery and MEWPs. , motor traffic volumes in this part of College Rd are expected to significantly decrease as a result of the proposed bus gate. We would ask the NTA to reconsider the need for a land take at this location.</p> <p>Iona/Chaplaincy, eastern corner College Rd/College View (Map E31) - We are open to discussions about the proposed land take.</p> <p>College Rd car park (Map E31) From experience we cannot see a major priority for widening the footpath along the College Road car park. If the NTA wishes to go ahead with a widening, we would need to retain the existing emergency vehicle gate onto College Rd. - , we are open to discussions about the proposed land take.</p>	<p>Please refer to Section 4.3</p>
NTA-C9-1989	<p>There is a proposal to take front gardens from the stretch of road from Barry’s road to the oriel house hotel.</p> <p>If all the required extra land was taken from the opposite side of the road it would not infringe on private property.</p> <p>There appears to be ample land on the opposite side if the road that could be used instead.</p>	<p>Please refer to Section 4.3</p>
NTA-C9-1990	<p>The West Village junction with Inniscarra Road is chaotic at rush hour with 3 dedicated lanes but to reduce that to 1 is just ridiculous. The Inniscarra Road is a major artery to and from Ballincollig and causing a bottle neck at that junction is crazy. This in no way goes to sort any traffic issue for the residents of Ballincollig.</p>	<p>Please refer to Section 4.2</p>

Submission Reference	Statement	NTA Response
NTA-C9-1990	The removal of parking spaces that allow access to our local shops and post office will be a barrier to our older members of the community being able to go about their normal daily business independently. Businesses in Ballincollig rely on the parking spaces that are available for people to access their services. Reduce or eliminate them, and businesses will close.	Please refer to Section 4.6
NTA-C9-1990	The cutting down of mature trees at a time when we are in an environmental crisis is totally unacceptable.	Please refer to Section 4.4
NTA-C9-2000	I live in Westcourt Heights, why is there no right turn onto the Inniscarra road. How do I get home?	Please refer to Section 4.2
NTA-C9-2000	Concerned about the future of our town as regards parking, older people will find it extremely difficult to access the village.	Please refer to Section 4.6
NTA-C9-2002	Perhaps you might reconsider the removal of quite so many trees, and build new cycle & bus lanes around the existing trees, which would provide some weather cover as well.	Please refer to Section 4.4
NTA-C9-2016	I think that the 220, 220X should connect with Kent Railway Station directly. Routing the buses on Grand Parade and South Mall leaves the route a walk across the city centre to reach the station. This makes it more difficult to make connection with suburban and mainline rail. All routes could take a circuit around the city centre including Kent Staion to become a more integrated transport system	Please refer to Section 4.10
NTA-C9-2016	I fully support any improvements to bus, cycle and walking facilities and to improving bus movements and speed of the 220, 220X and 233 services. I would support further measures to limit private cars movements through Ballincollig Town centre and main street. I support measures to restrict cars access at schools to especially prevent pick up and drop off outside schools where buses are routed. I support improving cycle facilities as once in place and a safe viable option I would use my bicycle more often.	Please refer to Section 4.6
NTA-C9-2022	Where are these people going to park if this scheme goes ahead in it's current format??	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2022	We live [personal information redacted] in Ballinlough. The knock-on effect of this proposal will drastically increase traffic volumes along our road, particularly at school times and during the winter. There are a lot of young families in our area and we do not want our kids to be exposed to increased risk of road accidents.	Please refer to Section 4.2
NTA-C9-2025	Get bus timetables right and people will use the buses - that is the problem. I am close to the end of the bus line - I would see 2 buses pass in tandem - yet not one of them would appear to come in my direction for up to 30mins - when it could be 5 mins if organised properly and running to timetable.	This comment is noted
NTA-C9-2036	-Accessibility issues for businesses. The removal of all parking spaces and set down on Main Street as well as the proposed traffic diversion from Main Street will have a detrimental effect on local businesses. It will also impede people's access to services, especially to essential services such as medical.	Please refer to Section 4.6
NTA-C9-2036	Creation of traffic problems and safety concerns. Existing high volume traffic will be worsened by the proposed diversion of normal traffic from the Main Street of the town. This will create large traffic jams particularly at peak hours, which will in turn lead to safety concerns. The removal of the roundabout at Poulavone will also inevitably lead to more traffic congestion.	Please refer to Section 4.2
NTA-C9-2044	From Oriel Hotel to Barry's junction the proposal to take frontage from private property is unnecessary. All the additional land needed can be taken from the opposite side of the road within disrupting private property.	Please refer to Section 4.3
NTA-C9-2049	Request That access to Castlewest Shopping Centre from the Main Street be maintained from both the east and west on the Town.	Please refer to Section 4.2
NTA-C9-2049	We submit that should it be determined that bus gates are required, they be relocated to the west side of the town centre. Through traffic on Old Fort Road would be better provided via the existing left-turn slip road from the Main Street than the right-turn required for westbound traffic. Access to the surface car park could be maintained from both directions by installing a bus gate	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2049	<p>An informal survey undertaken by our client indicated that approximately 140 vehicles entered the western car park after travelling from the east / city side in one hour on a typical Friday afternoon.</p> <p>It should be further noted that footfall into the Shopping Centre from the surface car-park accounts for approx. 45% of all their customers. If reasonable access to the town centre is not maintained, the alternative is that consumers will simply travel to another location, such as the Wilton Shopping Centre or the Dunnes Stores at Bishopstown Court, resulting in a loss of custom for not only the Shopping Centre but also the Main Street.</p>	Please refer to Section 4.2
NTA-C9-2049	<p>The details provided in the 'Emerging Preferred Route' do not appear to have considered the wider implications on traffic movements in the Town and how local residents and visitors alike will access the town centre.</p> <p>This is particularly evident with regard to the traffic travelling west from the Cork City side of Ballincollig with it being referenced that, 'through traffic flow will be diverted to Old Fort Road'' with no consideration on how access to the town centre will be achieved.</p> <p>the position of the bus gates in the town centre limit access to the convenience shopping in the town centre for residents living on the east side of Ballincollig. The location of the proposed bus gate for those seeking access to the town centre and the Castlewest Shopping Centre from the east will be significantly restricted While it has been proposed that through traffic will be directed to Old Fort Road, no consideration has been given to accessing the town centre from the east An alternative route to the rear of the town centre can be accessed by turning left onto Harrington Street and travelling through the SuperValu car park to Station Road.</p> <p>This road is in poor condition and has an unclear road layout in relation to the access the road which serves Aldi. traffic may travel along Old Fort Road only to turn east onto Main Street to access the Castlewest Shopping Centre and the town centre which will result in additional eastbound traffic.</p> <p>Old Fort Road has been identified as a potential route for through traffic, bypassing the town centre. Details of how Old Fort Road would be able to deliver the changes envisioned to the road network and whether additional traffic calming measures would need to be introduced to protect the residential amenity of Inishmore and the Old Quarter need to be considered and provided as part of the public consultation process.</p> <p>The following are proposed changes to the existing road network that have been identified by our client that have not been clearly identified in the plans being presented:</p> <p>Junction A – Main Street and Old Fort Road (west) There are two exiting slip roads on the north side of Main Street which provide access to and from Old Fort Road.</p> <p>Junction B - Main Street and Old Fort Road (east) At the eastern junction of Old Fort Road and Main Street, the existing right turn lane onto Old Fort Road has been omitted from the proposed layout.</p> <p>These changes appear to conflict with the proposal to use Old Fort Road as an alternative route through the town centre as they will restrict traffic movements. The omission of the right turn lane in particular would have significant impacts if all westbound traffic is re-routed at this junction as there is already significant congestion at this junction.</p> <p>Slip Road from Inniscarra Road onto Main Street travelling into the town centre; Left slip which provided access to the SuperValu; and The slip Road to the left which allows traffic into Inniscarra Road are 3 changes to the existing junction which have not been clearly identified in the public consultation documentation.</p>	Please refer to Section 4.2
NTA-C9-2049	<p>we consider that the proposed changes are not supported by the level of analysis required to adequately respond to the STC being proposed.</p> <p>we consider that the level of assessment in terms of the impact of the proposed changes on the wider road network, including access to the schools, primary care and recreational facilities has not been assessed</p> <p>Full details of how the existing road network can cater for the potential increase</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2051	While business owners may be concerned about the effects on their business by Bus Connects, I would suggest the value of these spaces is greatly overestimated	Please refer to Section 4.6
NTA-C9-2051	the daily 'school run' is a major cause of traffic in the village and also creates rat runs through estates.	Please refer to Section 4.2
NTA-C9-2051	I am also encouraged by the removal of over 60 parking spaces from the centre of Ballincollig village to create active travel lanes. These car parks, which at a rough estimate may hold around 2000 spaces between them, render the loss of 68 spaces almost inconsequential, though it will be important to create provisions for disabled bays in suitable nearby areas.	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2051	I would like to see future drafts of the Bus Connects plan give more detail regarding the number of trees and green spaces that will be removed. but I also include the compulsory purchase of residential gardens which can play a crucial role in supporting wildlife, particularly in urban and suburban areas, as well the removal of green spaces and mature trees.	Please refer to Section 4.4
NTA-C9-2051	I wish to express my general support for the aims of Bus Connects, namely to improve public transport and to reduce dependency on the private car among citizens of Cork city and suburbs.	Please refer to Section 4.6
NTA-C9-2060	I live in a housing estate in which the proposed plans will make entering and exiting the housing estate extremely dangerous.	Please refer to Section 4.5
NTA-C9-2061	removing right turns and insisting on diverting traffic into I'll conceived areas causing more buildup, more congestion and ultimately more emissions must be revisited.	Please refer to Section 4.2
NTA-C9-2061	I was deeply concerned to read Bus Connect proposals to remove established trees in such numbers through Ballincollig.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2068	A large proportion of my customers are elderly and park outside the door of my shop, some would have serious mobility issues and if there's no disabled parking spaces in the drawing anywhere near my business or the nearby barber shops used by the same elderly customers.	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2068	This plan is causing a lot of stress and anxiety among the Business community in Ballincollig.	Please refer to Section 4.13
NTA-C9-2068	The proposed one-way system is totally unacceptable diverting traffic coming from the east of the town through a public car park, was there a risk assessment done for this. Station Road is already a bottleneck with 2 schools, a church and four large housing estates and diverting the traffic over here would only make it much worse and people would just avoid our town if traffic is problematic.	Please refer to Section 4.2
NTA-C9-2068	The biggest issues with the plan are the removal of all the parking spaces from our main street and the proposed one-way system for traffic.	Please refer to Section 4.6
NTA-C9-2069	The proposed scheme will result in a significant degrading of access to dwellings on the southern side of Model Farm Road (between Bishopstown Ave and Farranlea Park) in terms of gradient which will result in an unsafe situation.	Please refer to Section 4.5
NTA-C9-2069	The proposed solution would (due to unavoidable slopes and steps) make it impossible for the aged and disabled who currently visit this property from being able to access the house.	Please refer to Section 4.5
NTA-C9-2069	The provision of a bus Stop (westbound) on a major junction (Farranlea) is a ridiculous and totally unsafe proposal. The obvious solution is to move the bus stop west and provide a lay-bye arrangement for same.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2069	<p>Congestion is often caused by school traffic parking haphazardly due to lack of adequate facilities for drop-off/pick-up.</p> <p>The lands fronting Mount Mercy College to the west are state owned (Department of Agriculture) and are presently a mowed lawn. Consideration should be given to providing a designed set-down/collect to accommodate school traffic at this location.</p>	Please refer to Section 4.10
NTA-C9-2069	<p>The existing on-road bus stop does not significantly impact on traffic flow on the Model Farm Road during off-peak periods. During peak traffic periods there is a minor impact that quickly dissipates. The provision of an outbound bus lane on this section of the proposed route is intermittent and given the demonstrated impact its inclusion fronting these houses should be re-considered.</p> <p>Alternative proposal: It is essential that vehicular access to the existing dwellings highlighted in this submission be maintained at as benign a gradient as possible. The reduction of the proposed cross-section along this stretch of the route would significantly reduce the impact of the scheme on affected properties as well as the cost of implementing the scheme.</p>	Please refer to Section 4.10
NTA-C9-2069	The proposed cross-section will result in unnecessary land-take that will have limited impact on network capacity or bus travel times.	Please refer to Section 4.3
NTA-C9-2075	A revision of the proposed changes is needed immediately if it is to serve the residents of the town and those who travel to avail of its amenities.	This comment is noted
NTA-C9-2075	<p>Many of these SME businesses are already fighting for survival following the Covid pandemic and its aftermath - not to mention the current challenges the cost of living crisis and energy costs.</p> <p>A business that cannot be accessed by its customers or suppliers will not survive.</p>	Please refer to Section 4.13
NTA-C9-2075	The removal of 68 parking spaces will deny access to the town's services for many of Ballincollig's residents, and it is important to point out here that it is indeed many of our elderly inhabitants who rely on accessibility to the many pharmacists who trade in this area, as well as to the post office, the banks and legal and other medical services.	Please refer to Section 4.6
NTA-C9-2075	<p>Heavier traffic will lead not alone to further congestion but to unsafe conditions for pedestrians; the majority of whom are parents and their young school going children.</p> <p>How will this encourage more people to walk/cycle if the area in the immediate environs of the schools the youngest in our community attend is made more unsafe ?</p>	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-2076	<p>To make way for the proposed route 60 mature trees, which have been in place since I can remember will need to be ripped up, ruining the aesthetic of the road near the Oriel Park Hotel.</p> <p>The destruction to trees flies in the face of the green agenda we need in this time of climate emergency.</p>	Please refer to Section 4.4
NTA-C9-2079	<p>Note - any works encroaching on lands owned by Belfry Management Company could cause major structural issues leading to loss of housing accommodation in the middle of a housing crisis.</p> <p>Any taking of lands owned by the Belfry Management company will be very complicated regards distribution of compensation due to compulsory purchase as there are three separate blocks all co owned by the owners of Belfry Management Company yet obviously the blocks nearer the road will be more adversely affected.</p>	Please refer to Section 4.3
NTA-C9-2079	<p>Regards apartments in The Belfry adjacent to Model Farm Road I feel that should you go ahead with the plan as outlined it will have an extremely negative impact on the enjoyment and value of these properties as they are close enough to the road already.</p>	Please refer to Section 4.8
NTA-C9-2079	<p>public consultation very poorly done.</p>	Please refer to Section 4.9
NTA-C9-2080	<p>The existing 'steps' from Westcourt to the R608 could also be upgraded to be more inclusive.</p>	This comment is noted
NTA-C9-2080	<p>We would welcome the addition of bus stops for school buses in the Coolroe Meadows estate, along with toucan crossings and safe cycle lanes.</p>	This comment is noted
NTA-C9-2080	<p>We welcome the filtered permeability solution to the Westgrove Estate and recommend that a cycle track be provided here also.</p>	This comment is noted
NTA-C9-2080	<p>We suggest that the proposed inbound and outbound bus stop on Magazine Rd be set back from the existing toucan crossing to ensure that other road users and pedestrians can see the toucan crossing lights.</p>	This comment is noted
NTA-C9-2080	<p>Explore the provision of segregated cycle paths along the N22 'Straight Rd' so people are not limited only to the Model Farm Rd.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2080	Consider the provision of a 'offline' link connecting the eastbound cycle lane to the existing cycle lane on Old Fort Road.	Please refer to Section 4.10
NTA-C9-2080	The junction at the entrance to Tesco/Ballincollig Shopping Centre may benefit from a more sophisticated junction treatment.	This comment is noted
NTA-C9-2080	We would request that a dedicated bi-directional cycle lane be provided running along the front of Bridgewater to enable people cycling to the N22 road to 'bypass' the new junction at Poulavone.	Please refer to Section 4.10
NTA-C9-2080	We ask that design considerations be afforded close to the junction of the 'Rendez vous' so that vehicles do not park illegally in the cycle lane.	Please refer to Section 4.1
NTA-C9-2080	We recommend the retention of the cycle lane on Donovan's Rd or the conversion to an off-road cycle track.	This comment is noted
NTA-C9-2080	The new cycle lanes running parallel to the Westcliffe Estate are of vital importance as this is a fast stretch of road.	This comment is noted
NTA-C9-2080	Due to we high level footfall outside Quish's SuperValu, recommend the use of yellow 'buff' high traction finish on the cycle lane in order to encourage slower cycling speeds.	This comment is noted
NTA-C9-2080	Consider additional design features to prevent illegal parking in the cycle lane in the vicinity of Colaiste Choilm secondary school.	Please refer to Section 4.1
NTA-C9-2080	Can design team consider how eastbound cyclists exit the proposed two-way cycle track safely onto the Ovens Road.	Please refer to Section 4.1
NTA-C9-2080	We request that consideration be afforded to the design of the cycle paths near the Gala Store (near Wood Road/Old Macroom Road) so that vehicles do not park on the cycle track.	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-2080	recommend that the Design Team engage with Cork City Council regarding the plans for the Curraheen Greenway crossing near the Edenhall student accommodation complex.	This comment is noted
NTA-C9-2080	We would welcome a speed limit of 30km/h on Magazine Rd.	Please refer to Section 4.10
NTA-C9-2080	Recommend remaining on-street parking in the core of Ballincollig retail's centre be designated for blue badge holders of age friendly parking	This comment is noted
NTA-C9-2080	Welcome some high-quality design features which have been included in this scheme, such as the provision of segregated, dedicated infrastructure for the majority of the route.	Please refer to Section 4.6
NTA-C9-2080	We welcome the provision of a toucan crossing to the Ovens Road as there are sporting facilities along this road that are visited by children and teenagers.	Please refer to Section 4.6
NTA-C9-2080	We welcome the proposed narrowing of the junction between the Model Farm Rd and the Carriganarra Rd. This will reduce vehicular speeds and make the junction safer for all.	Please refer to Section 4.6
NTA-C9-2082	The Bus Connects proposal would mean that in addition to our current challenges we would now have to exit (on the corner of a junction) through a footpath, a cycle lane and a bus lane to access the traffic lane on Model Farm Rd	Please refer to Section 4.5
NTA-C9-2082	Consideration should be given to redirecting through the Straight Rd. some of the high volume of direct buses between Ballincollig and the city centre. Use the Straight Rd as a viable alternative to residential areas for country buses. Development of the Northside Orbital Route should be prioritised to remove large volumes of traffic impeding the bus networks.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2082	The proposed two new Signal Controlled Priority lights above the existing bus stop opposite Beantown and between the current junction and the Lee Garage will cause significant traffic challenges as there will now be 6 sets of traffic lights within a 100 metre apace.	Please refer to Section 4.2
NTA-C9-2082	Use smaller buses with higher frequency to reduce impact on existing communities and local environment.	This comment is noted
NTA-C9-2082	<p>this proposal will replace a two lane road with a significantly wider highway and will damage Model Farm Rd, an area that should be subject to conservation</p> <p>Many of the walls in the area are over 100 years old and their destruction would result in the loss of significant heritage.</p> <p>At the entrance to the Laurel Bank laneway, there is one of the remaining parts of the original ditches of Model Farm Rd and some of the houses near it have some of the original stone and dirt walls, these should not be removed</p>	Please refer to Section 4.14
NTA-C9-2082	We are very concerned about the noise impact, environmental impact – congestions fumes etc on Model Farm Road	Please refer to Section 4.11
NTA-C9-2082	This is an area with many older people, this proposal has caused them significant anxiety and stress as they believe their needs have not been considered in the design of this plan.	Please refer to Section 4.9
NTA-C9-2082	<p>The Model Farm Rd Community will be extremely negatively impacted by the Route E proposal.</p> <p>The significant widening of the road will change the community entirely</p>	Please refer to Section 4.3
NTA-C9-2082	<p>In our front garden we have a tree which is over 100 years old and one of the oldest trees on Model Farm Rd is to be removed</p> <p>This tree is in perfect health, is a local landmark and has important historical and environmental value.</p> <p>Route E proposes the removal of a significant number of trees, notwithstanding promises of replanting the removal of mature trees needs to be reconsidered.</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2082	<p>The Bus Connects plan proposes taking approx. 7 metres from our driveway and garden to create a short section of bus lane along four houses and to widen a junction on Model Farm Road</p> <p>Directly across the road from our houses is the car park of a commercial premises that is untouched by the Bus Connects proposal - this needs to be reviewed.</p> <p>To manage the gradient we have a curved driveway, a retaining wall to the front and retaining walls in the driveway up to the house.</p>	Please refer to Section 4.3
NTA-C9-2082	We are very concerned about the impact on our privacy on Model Farm Road	Please refer to Section 4.3
NTA-C9-2082	<p>In addition we feel that the way the process has been undertaken to date has been extremely disappointing and that this should be reviewed with a view to informing future processes.</p> <p>Many of our neighbours, some whose properties are significantly implicated were unable to get the promised meetings with Bus Connects and some did not receive any communication at all from Bus Connects.</p> <p>The mechanisms for engaging with residents have been extremely poor and very frustrating.</p>	Please refer to Section 4.9
NTA-C9-2082	We are very concerned that the proposal by Bus Connects to remove 7 metres of driveway and garden will destabilise the property and impact our foundations.	Please refer to Section 4.3
NTA-C9-2098	Could there be less double deckers, as they are not fully accessible for all people, especially buggys , small children etc, and encourage anti social behaviour with groups of youths congregating.	This comment is noted
NTA-C9-2098	The stop at grange Manor is great, but would be good to also look to extending it on the old Macroom road past roadstone/lakewood as this would be accessible to many more people.	Please refer to Section 4.10
NTA-C9-2098	An alternative solution should be thought of.	This comment is noted
NTA-C9-2098	Hopefully bus connect can address some of the negatively with making environmentally friendly plans for the future and less reliance on cars.	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-2098	Hopefully there is going to be something like a 90 min journey for multiple journeys which was very successful in Dublin.	This comment is noted
NTA-C9-2098	Do you have market research that shows that this route would be needed in Ballincollig as it seems surprising to me, or at least should be off the Main Street.	Please refer to Section 4.12
NTA-C9-2098	Could there be a reduction in speed bumps on the main street Ballincollig as they make the journey very uncomfortable on a bus.	This comment is noted
NTA-C9-2098	This is an extremely congested area already and won't work successfully for locals.	Please refer to Section 4.2
NTA-C9-2098	Will there be the ability to tap onto bus to pay going forward. This seems essential to go forward.	This comment is not related to the infrastructure proposals. Use of alternative payment measures is being explored as part of the broader BusConnects proposals
NTA-C9-2098	Route E - Ballincollig . All efforts to introduce more protected walk and cycle ways should be supported. Gridlock in Ballincollig can be connected to school run times. The more safe cycle corridors created the more our children can cycle to school. Also, while many families cycle in the park, it would be great to create protected cycle ways to the park so they don't need to drive.	Please refer to Section 4.6
NTA-C9-2098	It would be a relatively " simple" enhancement to add pedestrian protection to this footpath, which would encourage more people in Ovens to walk to the bus stop and avail of public transport.	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-2098	Overall, I am Supportive of what bus Connect Cork is trying to do and the changes it will bring to creating better transportation and safer cycling and walking routes, and improvements to the environment.	Please refer to Section 4.6
NTA-C9-2107	Under this proposal we will also not be able to maintain our sight-lines which are imperative to the "safe exiting" of the property.	Please refer to Section 4.5
NTA-C9-2107	<p>You have proposed to remove at least half of the splayed entrance which was a condition of planning by Cork County Council in 2009 and part of the front driveway.</p> <p>This splayed entrance allows us to safely come in off the road while our gates open and to safely exit giving us a view left and right.</p> <p>If this is to be removed and replaced, there is no room internally on the site to allow for the depth and angle of a new splayed entrance.</p> <p>Our cars would not physically get in or out of the driveway and we would require on-street parking which is totally unacceptable and contrary to the plans you have proposed.</p> <p>Our property is not marked correctly on the BusConnects plans used, and the site and its limitations need to be reviewed in person by engineers representing the NTA .</p>	Please refer to Section 4.5
NTA-C9-2107	hopefully you will choose a more favorable time of year to communicate with us, other than the summer months, when you know people are usually on holidays or out of routine.	Please refer to Section 4.9
NTA-C9-2116	I would hate to see the village become a bus depot only, the rerouting of the existing traffic would be disastrous due to our school's location massive traffic problems would be created by this plan.	Please refer to Section 4.2
NTA-C9-2116	I object to the introduction to Ballincollig village the new bus new routes, destroying existing trees and businesses in the village for the sole purpose of bussing people to the city.	Please refer to Section 4.4
NTA-C9-2117	<p>Maglin is an area scheduled for development that will receive a new bus service, but is omitted from the Corridor E.</p> <p>We have concerns that without proper focus for public transport from the get-go, it would be destined to fall into the trap of the development style of Ballincollig, as a long linear townland based mostly in urban sprawl.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2137	Route E, Ballincollig to City. I am totally against the proposal. It will affect my business negatively. I have yet to meet ANYBODY that does agree with the proposal. It has the potential to ruin what is a thriving town. Against it at all costs.	Please refer to Section 4.13
NTA-C9-2137	I don't agree with changing the model farm road layout either. It's not well thought out. We have a beautiful garden, with lots of lovely trees and garden growth, which is going to be destroyed.	Please refer to Section 4.4
NTA-C9-2137	Making it a 6 lane road, footpaths, bike paths, bus lane and regular traffic is not the answer for safety.	Please refer to Section 4.1
NTA-C9-2139	We are worried about extra traffic passing through Muskerry Estate as a result of traffic being diverted away from Main Street. As traffic won't be allowed travel east to west along Main Street traffic is meant to use Old Fort Road but inevitably Muskerry Estate will become a through road for all traffic.	Please refer to Section 4.2
NTA-C9-2140	I object to the proposed route for Ballincollig.	This comment is noted
NTA-C9-2145	I see no consideration in the documents of the impact on wildlife. Although this is an urban setting, there are wild animals (e.g. foxes) and a significant bird population living in the area, and these should be considered as part of any plan that impacts their habitat.	Please refer to Section 4.11
NTA-C9-2145	Widening the road to the extent planned will make it a barrier that splits the community, isolating neighbours from each other.	Please refer to Section 4.3
NTA-C9-2145	Maps 24 and 25 significantly under-represent the number of trees to the side of the road, and as a result can only underestimate the number of trees that will be lost due to the widening of the road.	Please refer to Section 4.4
NTA-C9-2145	It will be more difficult, and therefore dangerous, for traffic exiting Cherry Grove to turn right on to Model Farm Road. the new one closest to the entrance to Cherry Grove is at a location (by the brow of a hill) that does not have good visibility for traffic approaching from the city, and I expect will not be safe for pedestrians to use.	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2151	The Curraheen Greenway has the potential to provide a high quality greenway connecting Bishopstown-MTU-IDA Model Farm – Cork County Council-Cork City Centre. A high-quality toucan crossing across Model Farm Rd to provide a continuous N-S offroad route is a vital missing link in the active travel network. It should be delivered as a priority.	Please refer to Section 4.10
NTA-C9-2151	We strongly recommend installation of a bidirectional cycle lane on the W side of the Carrigrohane Road heading N from the Poulavone junction to avoid conflicts between people walking and cycling.	Please refer to Section 4.10
NTA-C9-2154	It is proposed to widen the western side footpath on Donovan’s Rd, incl. a separate footbridge west of the existing river bridge . The widening would only have limited benefit and comes at the expense of removing the existing uphill cycle lane. Opposed to the removal of the cycle lane in Donovan’s Rd as it would counteract the plan’s intension to promote active travel.	This comment is noted
NTA-C9-2164	A carpark is not a road and people live there with enough noise outside already.	Please refer to Section 4.11
NTA-C9-2164	Ballincollig does not want our main street closed off and our trees demolished.	Please refer to Section 4.2
NTA-C9-2165	Can the NTA consider expanding the 220X (proposed ‘1 Ovens (Dell EMC) to Mahon Pt’) and 220 route (proposed 2B Ovens to Ashmount) route to better serve Ovens/Killumney Village.	Please refer to Section 4.10
NTA-C9-2165	The footpath/cycle track ends on the Ballincollig side of the N22 grade separated interchange. Given future developments planned in the area, including 2 new schools, can the cycle lanes and footpaths be extended to the Ovens side of the N22 grade separated interchange.	Please refer to Section 4.10
NTA-C9-2169	Option 3 of Study Area Section 1 – R608 (west of Ballincollig) to Poulavone Roundabout of the Feasibility Study had looked at routing via the Grange Road/Leo Murphy Road and the R608. This option would serve the developing area of Maglin to the south of the town and could integrate with the future proposed LRT.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2169	Concern that the proposed restriction of access to main street, Ballincollig will result in increased traffic on the Kilmoney/ Carriganarra/ Castle/ Greenfields Road.	Please refer to Section 4.2
NTA-C9-2169	The southern area of Ballincollig has been completely ignored in these plans. A bus route should be delivered along the Kilmoney/ Carriganarra/ Castle/ Greenfields Road area.	Please refer to Section 4.10
NTA-C9-2173	Further along this road the shopping centre, a number of office blocks, a primary school and secondary school with local residents also been the main users of this road which is already at maximum capacity at peak times. Extra traffic will cause this to be at a complete standstill with the new proposals. Also traffic heading down towards the Old Fort Road is going to cause extreme delays and congestion.	Please refer to Section 4.2
NTA-C9-2173	There is a serious health and safety risk here because of lack of parking spaces, and the huge volume of traffic that will be redirected will cause traffic issues at every junction. With this proposal there will be a loss of 68 parking spaces this will impact the village hugely and possibly the amount of footfall that will enter Ballincollig which in turn will affect businesses and trading in the area.	Please refer to Section 4.6
NTA-C9-2173	This will mean the loss of driveways or front gardens to residents along the route.	Please refer to Section 4.3
NTA-C9-2173	Listed in the document there will be a total of 373 trees destroyed. This is a disgrace and cannot be permitted. The village hosts beautiful tree lines especially in the west village.	Please refer to Section 4.4
NTA-C9-2173	This will bring traffic and noise congestion closer to these residents and result in increased safety measures for residents with young families.	Please refer to Section 4.1
NTA-C9-2175	i support the changes to the ballincollig main street will help local business and make my bus trip nicer as i wont have to look at all the cagies thank you in advance.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2202	<p>The proposed land acquisition at the front of my house will mean I lose the parking space for my personal vehicle.</p> <p>We have a shared driveway with our attached neighbours and it is already very tight to park a car.</p> <p>It is not feasible to lose any space without losing the ability to park a car in our driveway.</p> <p>Having a car is crucial to the freedom of our family, especially given we are about to welcome our first child.</p>	Please refer to Section 4.3
NTA-C9-2202	<p>We will no doubt be subject to additional noise pollution from people waiting right across from us, which will be most problematic at night given that it is a 24 hour service currently.</p> <p>The proposed land acquisition would have to include felling of these trees and hedging but none of these have been included in the proposed plans, and further encroaching on our personal privacy.</p> <p>Moving the boundary of our property closer to the house will severely impact the privacy of our family and affect our standard of living.</p> <p>Passengers on the double decker buses will be able to see into our family's bedrooms, as well as the closer proximity of pedestrian traffic who are already quite close.</p> <p>All these factors will drastically impact our privacy, and a substantial devaluation of our property.</p>	Please refer to Section 4.3
NTA-C9-2205	<p>we are in business in Ballincollig for over 90 years and it will affect all business in the town.</p>	Please refer to Section 4.13
NTA-C9-2206	<p>Even though the bus frequency is supposed to be every 15 minutes throughout the day, it is not sufficient for the demand during peak hours.</p> <p>At the east side of Ballincollig, we are one of the last stops in the town.</p> <p>During peak hours this often means multiple buses will skip our stop as they are already full and we are repeatedly left waiting for availability.</p>	Please refer to Section 4.10
NTA-C9-2211	<p>It is a terrible idea and to cut down so many trees to allow for this is nonsensical. They are doing a lot more for the environment than what you propose.</p>	Please refer to Section 4.4
NTA-C9-2225	<p>You are cutting down a tad too many trees it is not clear where you are growing replacement trees this should be improved.</p> <p>you need to be clearer and have a report of where replacement trees are going and you should be have a clear 2.5X increase of trees because these concerns are valid,</p>	Please refer to Section 4.4
NTA-C9-2225	<p>bring the Luas forward in my opinion</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2235	<p>The announcement of a site for a new school in the Lisheen area on Map 2 needs to be taken into consideration in the next revision of the drawings. I believe that there should be a more substantial bus stop incorporated and possibly a bus lane here as this may become a congested area. I would also consider the extension of the cycle lane to the pedestrian bridge by Lakewood or over the N22 towards the Killumney Road to make the roundabouts over the Ballincollig Bypass safer for cyclists and pedestrians as there are residential areas to the south of the Ballincollig Bypass that would use the school but this would also connect into Dell Technologies (large employer) at the end of the route (Map 1). The relocated Bridgewater entrance seems a bit close to the new Poulavone junction - it will be difficult for cars to turn right if traffic backs up at lights and to get to the left lane in time to go east on Model Farm Road. It seems quite close to the main junction also and may be of benefit to move it further north. I would also query the need for 2 bus lanes on Model Farm Road from Hillsborough Estate to Eden Hall as this is not somewhere under extreme traffic pressure as far as I am aware and it also passes through the Metropolitan Green Belt where no future large scale housing is anticipated.</p>	Please refer to Section 4.10
NTA-C9-2235	<p>I am strongly in favour of the Sustainable Transport improvements for Ballincollig. Large sections of the route already lend themselves to the implementation of this plan. A reliable and regular bus service with reduced travel times will help to negate car usage. The reduction of car traffic from the central main street and additional trees will also make for a nicer centre to the village. The use of Old Fort Road is positive. Overall this is a great plan for the enhancement of the Public Transport infrastructure and Public realm in Ballincollig.</p>	Please refer to Section 4.6
NTA-C9-2236	<p>We cannot afford to lose the on street parking on the main street and directing traffic through super vau car park and onto station road. The main street parking is vital for business's in a curently thriving town, and would cause so much more difficulty for elderly and carers in the community.</p>	Please refer to Section 4.6
NTA-C9-2236	<p>The removal of so many trees in ballincollig seems to be way more than the planting of trees. This will remove a lot of peoples privacy.</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2238	<p>However, it MUST be implemented properly with camera recognition of private car encroachment AND camera enforced penalties, as it is well known that car users, especially Cork car users, will abuse this and purposefully ignore it unless it is properly enforced.</p> <p>I would like to suggest that the proposed transport corridor should be extended all the way out to the current terminus of the 220 route to serve the Ovens and Grange Manor areas.</p> <p>I would also suggest that AT LEAST one, if not more large Park and Ride carparks be developed on the western fringes of Ballincollig to serve those coming from further west out along the N22 and beyond.</p> <p>This facility should be developed and be available in tandem with Bus Connects transport corridor where commuters and shoppers could park their car instead of adding to and getting stuck in traffic in Ballincollig.</p> <p>Where cycle lanes are planned, please ensure that fully segregated AND protected cycle lanes are installed, preferably with a concrete kerb that car drivers cannot just drive over like they do with those cheap plastic wands currently in use.</p> <p>As I mentioned previously, the already atrocious behaviour and entitlement of Cork drivers will mean that if not segregated properly, cars will just abuse the cycle lanes and park in them, as we currently see happening on a daily basis in the city.</p> <p>Keep the existing east bound bus lane in place as it is.</p> <p>Install 2-way dedicated AND Kerb protected cycling infrastructure on the road down towards Innishmore (plenty wide enough). Extend all along Community Drive by the church and BCS school (this will also solve the problem of the incredibly selfish parents who turn the area outside BCS into a destruction derby at school drop off and pick up times).</p> <p>Then connect it up with the already existing cycle path on Old Fort Road? Also improve and widen those existing cycling facilities on Old Fort road as more car traffic will be diverted down there and by improve I mean widen and with hard concrete kerb segregation to prevent car incursion.</p>	Please refer to Section 4.10
NTA-C9-2238	<p>I fully support and am in favour of the proposals for STC E Ballincollig - City. This is an essential development that MUST take place to make Ballincollig a more people friendly place, a more pedestrian friendly place, and a more public transport friendly place. Bus Connects MUST be implemented to reduce dependency on private cars and the greenhouse gas emissions, toxins and pollutants they produce. This is essential not only for the future of the planet, for that of Ballincollig itself, Cork city as a whole, but also for our own health, the health of our children and for those generations to come.</p>	Please refer to Section 4.6
NTA-C9-2250	<p>The proposed scheme will result in a significant degrading of access to dwellings on the southern side of the Model Farm Road (between Bishopstown Ave and Farranlea Park) in terms of gradient which will result in an unsafe situation.</p>	Please refer to Section 4.5
NTA-C9-2250	<p>Congestion is often caused by school traffic parking haphazardly due to lack of adequate facilities for drop-off/pick-up.</p> <p>The lands fronting Mount Mercy College to the west are state owned (Department of Agriculture) and are presently a mowed lawn. Consideration should be given to providing a designed set-down/collect to accommodate school traffic at this location.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2250	<p>The existing on-road bus stop does not significantly impact on traffic flow on the Model Farm Road during off-peak periods. During peak traffic periods there is a minor impact that quickly dissipates. The provision of an outbound bus lane on this section of the proposed route is intermittent and given the demonstrated impact its inclusion fronting these houses should be re-considered.</p> <p>Alternative proposal: It is essential that vehicular access to the existing dwellings highlighted in this submission be maintained at as benign a gradient as possible. The reduction of the proposed cross-section along this stretch of the route would significantly reduce the impact of the scheme on affected properties as well as the cost of implementing the scheme.</p>	Please refer to Section 4.10
NTA-C9-2250	<p>Traffic congestion in our area (Model Farm Road - between Bishopstown Ave and Farranlea Park) occurs at very specific times and is largely related to schools and the 8am shift change in CUH.</p> <p>Suggest creation of a set-down / drop zone on existing public land adjacent to the Regional Veterinary Hospital and the provision of an off-site carpark for CUH with a regular shuttle bus.</p> <p>In addition, an enforced 1 way system around St. Catherine's National school along with better synchronisation of the lights between Bishopstown Avenue and Farranlea Park junctions.</p>	Please refer to Section 4.10
NTA-C9-2250	Consider off-site car parks on the outskirts of the city to alleviate congestion caused by MTU traffic.	Please refer to Section 4.10
NTA-C9-2250	Can consideration be given to utilising smaller (30 person) busses.	Please refer to Section 4.10
NTA-C9-2250	<p>Proposals effectively close College Road to traffic, route all traffic to/from the west of the city along the Mardyke and Shears Street, with city centre traffic circulating around The Court House.</p> <p>Traffic volume/flow assessment should be completed for revised plans and that the safety impact of routing all traffic to/from the west of the city past 2 schools be considered and assessment publicly shared.</p>	Please refer to Section 4.2
NTA-C9-2250	Can the proposed Northside Orbital Route be prioritised	Please refer to Section 4.10
NTA-C9-2250	There will be a significant loss in mature trees which will have a negative environmental effect in the area.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2250	Removal of trees would have detrimental visual and environmental impact. Replacing mature trees with saplings does not equate to reinstatement.	Please refer to Section 4.4
NTA-C9-2250	The proposed cross-section will result in unnecessary land-take that will have limited impact on network capacity or bus travel times.	Please refer to Section 4.3
NTA-C9-2251	The submission states that the proposed bus stops near the junction of the R608 and Coolroe Meadows (Map 5) should be supplemented with an additional stop on the southern arm of the junction to facilitate interchange between routes 1 and 2B of the Cork New Bus Network in both directions.	Please refer to Section 4.10
NTA-C9-2251	The submission states that the proposed bus stops on Magazine Road (Map 28) should be relocated closer to Dennehy's Cross to facilitate interchange between routes 1, 2, 5 and 25/30 of the Cork New Bus Network, and to reduce walking distances for interchanges.	Please refer to Section 4.10
NTA-C9-2257	In our opinion this is flawed and will have a detrimental effect of businesses in this area. Old Fort Road is an access road to numerous businesses including Tesco and Castle West shopping centers, Ballincollig GAA and Ballincollig Soccer Club, Ballincollig Primary Care Centre, Ballincollig Community Nursing Home and Powdermills Nursing Home as well as a public access to Ballincollig Regional Park. Why does this plan add to the existing levels of traffic	Please refer to Section 4.2
NTA-C9-2257	This plan is going to be responsible for the destruction and undermining of huge amounts of our heritage	Please refer to Section 4.14
NTA-C9-2257	The removal of parking over the full length on Main Street including Disabled Parking will result in serious inconvenience specially to disabled persons.	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2262	Map 1213/14/15/16 The bus lanes proposed should be shared cycle and bus lanes with preferential signalling	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2262	Map 14/15/16 At the very least local businesses need not only loading bays but set down areas so that customers can use their services.	Please refer to Section 4.6
NTA-C9-2262	<p>Map 4 & 5 - Permission has been granted for a Strategic housing Development and Primary Care Centre on the former CMP dairy site (ABP ref: TA28.312866) known as https://creamfieldsshd.ie/.</p> <p>Account should be taken of this proposed development both in the design and in the cumulative and in-combination effects sections of environmental assessments.</p> <p>In the case of remote parking, event related parking rules on the local streets during events needs to be better enforced.</p> <p>This 7 needs to include more parking warden patrols and an extension of the hours for paid parking the area to match the most common event times which generally occur after 6pm on weekdays and on weekends.</p>	Please refer to Section 4.10
NTA-C9-2263	<p>This proposal will create a bottle neck in the village, the car park and funeral home will be inaccessible to users and make it extremely difficult to navigate and go about your business.</p> <p>This traffic re-routing and the removal of all parking spaces cuts off direct access to a large part of the town and will have an unfavourable effect on trade and damage any future growth for existing businesses and attractiveness for new businesses opening here (how many retail units are still vacant in the town centre?). It will seriously discommode elderly and disabled persons access to the pharmacies, medical surgeries and various services on main street.</p>	Please refer to Section 4.2
NTA-C9-2263	<p>It is a narrow road and the proposal to divert traffic away from the main street via Harrington st – the carpark – Baker st to Station rd is nonsensical</p> <p>The junctions on this route are not suitable for managing this level of traffic and already a pinch point.</p> <p>This proposal will create a bottle neck in the village, the car park and funeral home will be inaccessible to users and make it extremely difficult to navigate and go about your business.</p> <p>Residents on Station Rd, the Maltings, Church View and Beech Park will struggle to access the road.</p> <p>Changing bus route via Magazine Rd is also not an efficient solution and less direct route for bus journeys into Cork city.</p>	Please refer to Section 4.2
NTA-C9-2263	<p>It is suggested the roundabout at Poulavane will be replaced with a junction</p> <p>The roundabout is a hub for biodiversity and several beehives.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2263	The suggestions for Ballincollig will be detrimental to local businesses and quality of life for those of us living in the village.	Please refer to Section 4.13
NTA-C9-2263	Residents on Station Rd, the Maltings, Church View and Beech Park will struggle to access the road. At certain times of the day (school start/finish, matches or training in the sports clubs etc) the junction is already completely blocked up. Rerouting is a very obvious traffic safety concern.	Please refer to Section 4.5
NTA-C9-2264	Even with lighting it would not provide a secure, safe facility and has huge potential for antisocial behaviour.	This comment is noted
NTA-C9-2269	destroying business along the main street in Ballincollig with no car access to them;	Please refer to Section 4.2
NTA-C9-2269	removing car parking spaces is going to have a massive effect on the elderly and disabled people living in and around Ballincollig;	Please refer to Section 4.6
NTA-C9-2269	removal of trees along the proposed bus connects route from Ballincollig to the city means thousands of tonnes of carbon will no longer be sequestered and a sound barrier would be gone;	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2276	the inevitable damage your proposals will do to local businesses on the Main Street.	Please refer to Section 4.13
NTA-C9-2276	I am concerned in particular with the intended use of Old Fort Road as a "Major Through Route". Old Fort Road will become the primary route through/around the town to access all areas in addition to the locations mentioned above. Its function as a relief road will become redundant. Old Fort Road will now become an enormous bottleneck.	Please refer to Section 4.2
NTA-C9-2276	Additional bike and bus lanes are going to be of no benefit to parents or pupils trying to access any of the 9 Schools in Ballincollig, particularly the 4 schools on the Old Fort Side.	This comment is noted
NTA-C9-2276	You really need to think this through properly and have meaningful indepth conversations with local residents.	Please refer to Section 4.9
NTA-C9-2276	You are going to create an enormous amount of dangerous "rat runs" on and off the old fort road as people attempt to avoid the inevitable jams you will cause.	Please refer to Section 4.2
NTA-C9-2276	I have to question whether due diligence has been done and accurate traffic studies conducted to get a full appreciation of the current traffic congestion at peak times and the predicted traffic levels in the coming years.	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-2281	Significant impact along the Model Farm Road from Ballincollig eastwards, and along parts of College Road/Magazine Road areas. Requiring further assessment for alternative options, in light of the significant impact,	Please refer to Section 4.2
NTA-C9-2285	I support the bus connects route. I have only viewed the Ballincollig section in detail. But support the overall route.	Please refer to Section 4.6
NTA-C9-2287	I oppose the proposed works to Ballincollig town and roads into and out of the town on both sides. They will cause considerable stress on residents and businesses who are trying to stay open and will have a huge impact on Ballincollig town. sink holes in subsidence could cause further insurance issues for many residents and businesses already struggling with huge increases in insurance.	Please refer to Section 4.13
NTA-C9-2287	Construction will be hugely disruptive and may cause sink holes and subsidence in a subsidence area. This could cause further insurance issues for many residents and businesses already struggling with huge increases in insurance.	Please refer to Section 4.8
NTA-C9-2287	Getting rid of parking on the main Street will have considerable effects on the people of Ballincollig, in particular the elderly who need to be near the post office, banks and shops as they can't walk far in many instances.	Please refer to Section 4.6
NTA-C9-2287	Taking mature trees will affect the environment and biodiversity hugely, causing noise, air and light pollution.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2288	<p>I would Like to object to the proposal to create a 20m wide transport corridor along Model Farm Road Rout E Ballincollig to City.</p> <p>On Model Farm Road we enjoy living in an almost rural like location.</p> <p>The proposals include the destruction of countless mature trees that line the road & compulsory purchase orders for parts of most properties along the road to make way for wider and busier roads which will impact on all who live along the road.</p>	Please refer to Section 4.4
NTA-C9-2298	Limestone wall should be replaced with same stone - Model Farm Road	Please refer to Section 4.14
NTA-C9-2298	Limestone wall should be replaced with same stone - Model Farm Road	Please refer to Section 4.14
NTA-C9-2298	Have footpath outside road, have title to road - Model Farm Road	This comment is noted
NTA-C9-2299	Issues with reliability of services and information	This comment is noted
NTA-C9-2299	4m limestone wall should be replaced with same	Please refer to Section 4.14
NTA-C9-2299	Have footpath outside road	This comment is noted
NTA-C9-2299	possible error in LB stop map 17	This comment is noted
NTA-C9-2336	<p>In approx 1998 Gardai recommended no turn right to Innismoe (opposite the White Horse Inn). This resulted in all traffic proceeding to the roundabout and return to turn left down Innismore. Because of the large volume of school traffic the system was changes to allow westbound traffic to turn right.</p> <p>Turn right at O'Flynn's Cross.</p> <p>I would be in favour of this change.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2336	I have noted you have provisions to provide off line cycle tracks, where a cycle track will divert off the STC and onto a quieter road before re-joining the corridor. Rather than interfere with the foundations of a high stone wall, I strongly suggest that serious consideration is given to looking at options on how the cycle track from Innismore traffic lights on to the Oriel Court could be diverted.	Please refer to Section 4.10
NTA-C9-2336	Object to removal of trees for cycle track on Westcliffe/North roadside and to the removal of shrubbery/pollinator border outside the high stone wall at Westcliffe. The foundations of the wall may be weakened by the removal of the trees.	Please refer to Section 4.4
NTA-C9-2337	We consider the solution to the problem is to move the road widening further east to the open field where it would have minimal affect on residential properties and will have no affect on the operation of the proposed bus corridor.	Please refer to Section 4.10
NTA-C9-2337	We would like to point out that our property has been significantly devalued by the proposal and it has effectively rendered it unsaleable for the foreseeable future.	Please refer to Section 4.8
NTA-C9-2337	Our dwelling forms a cluster of 5 dwellings which are being seriously impacted by the road widening associated with the proposed project. It is proposed to take approximately 10 meters from our front garden. This is unacceptable as it would render it impossible to provide vehicular and disabled access to our dwelling. Our driveway is presently steeply sloping and the acquisition of half our garden will make it impossible to safely enter and exit the dwelling. Our septic tank is located in the proposed acquisition land and there is no alternative location. We would like to add that by comparison to other properties the amount of garden you propose to take away is excessive.	Please refer to Section 4.3
NTA-C9-2338	Under current proposal wheelchair access via our main front door wouldn't be possible. Remodelling is not an advisable or practical solution as the owner is elderly. Under the current proposal, the splayed vehicle entrance to the property would be removed. There will not be sufficient space for safe vehicle access and to construct a splayed vehicle entrance which will be in non-compliance with Cork City Urban Development requirements and granted planning permission.	Please refer to Section 4.5
NTA-C9-2338	Our home is listed on the National Inventory of Architectural Heritage (NIAH), which we are extremely proud of.	Please refer to Section 4.14
NTA-C9-2338	Our main living quarters are situated to the front of our home. This current traffic results in noise and air pollution and vibration etc. To bring this traffic even closer to our home would have a very negative impact on our quality of life. The proposed new bus shelter will be located in very close proximity to our bedroom windows which would result in noise levels during the night being increased	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-2338	As it stands, there are footpaths, cycle lanes and general traffic lanes outside our property in very close proximity. Our property will be severely impacted by the proposed new footpaths, cycle lanes and general traffic lanes nearly coming in as far as our front door which is only approx. 2m from the footpath edge and this is the main entrance to our home. From a health and safety point of view this would be of extreme concern to me with the proposed changes being so close to my front entrance. To bring traffic closer to our living room, which is at the front of the house, will have a very negative impact on our health and quality of life.	Please refer to Section 4.3
NTA-C9-2338	The value of our home will be greatly depreciated.	Please refer to Section 4.8
NTA-C9-2338	Structure of our home i.e. structural defects, foundation, subsidence, sewer, water lead pipes, boundary walls, will be depreciated.	Please refer to Section 4.8
NTA-C9-2338	There could be a rise in levels of anti-social behaviour arising out of the new bus shelter. The porch which is our main entrance to our home is also our fire escape. Under the current proposal this would have to be demolished.	Please refer to Section 4.11
NTA-C9-2339	There are 3 bedrooms at the front of our house. With a window open, the noise levels would be greatly increased with moving buses close by.	Please refer to Section 4.11
NTA-C9-2339	If proposal was to go ahead, the potential land acquisition and loss of car parking would cause considerable stress and upheaval.	Please refer to Section 4.3
NTA-C9-2339	The removal of car parking in Ballincollig would mean that many people, especially elderly, would not be able to park to partake of their daily lives.	Please refer to Section 4.6
NTA-C9-2339	We have a large tree in our garden which is 80 years old.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2339	<p>The land acquisition would result in a new entrance to our house being 3 meters closer, restricting our ability to turn and park our car in our drive. There would be a steep drop as our house is below the level of the road.</p> <p>Our water meter is on the footpath outside our gate and if maintenance is required, this would cause extra disturbance.</p>	Please refer to Section 4.3
NTA-C9-2339	<p>Buses would be close to the three bedrooms at the front of our house, restricting privacy.</p> <p>Reversing out of our drive onto a busy road would be dangerous.</p> <p>We do not need another new wide road to increase speed and traffic in a residential area, we have the New Highway built south of Ballincollig.</p>	Please refer to Section 4.5
NTA-C9-2340	<p>This proposal effectively closes the entire old village shopping area. The most obvious to suffer will be the traders. Businesses will close by impeding all traffic from seeing the Main Street. The proposal appears to favour the newer section of shops.</p>	Please refer to Section 4.13
NTA-C9-2340	<p>Station Road junction to Harrington Street, no access to Main Street from Station Road. This junction is difficult to understand on Map 11. I object to a decision that restricts access to the village shopping area. The existing pedestrian crossing to the centre is in a highly dangerous position if cyclists have priority also.</p>	Please refer to Section 4.2
NTA-C9-2340	<p>People are not all mobile and fit, and those, especially with disabilities, have a basic right to park close to the post office.</p>	Please refer to Section 4.6
NTA-C9-2341	<p>Request for meeting</p>	This comment is noted
NTA-C9-2342	<p>There is no need to widen R608 as the road is sufficiently wide enough to accommodate bus traffic as well as general traffic and cyclists on the route without any significant delays.</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2342	Object to land acquisition of front lawns. Disruption could be minimised by taking from open spaces on the north side of road. Our property is not level with the centre of the existing road and our water meter is located outside the boundary wall.	Please refer to Section 4.3
NTA-C9-2343	Model Farm Road is a busy commuter area and heavy lorries and buses will create severe noise and air pollution. Trees that we planted to protect from pollution will have to be removed as part of this proposal.	Please refer to Section 4.11
NTA-C9-2343	Object to land acquisition at the rear of our property. Land could be taken from a nearby undeveloped site. We have a young family and our rear garden is an essential part of our daily lives. The area of land to be taken along this route contains the attenuation tanks for the estate. There is no place to relocate these tanks.	Please refer to Section 4.3
NTA-C9-2344	I suggest that Option 3 and 4 highlighted in the "Core Bus Corridor 6 - Ballincollig to City Centre Feasibility and Options Assessment Report" should be considered again.	Please refer to Section 4.10
NTA-C9-2344	In 2011, the existing road layout was upgraded to include footpaths, cycle lanes and bus lanes. The proposed plan to use a signal controlled priority system for buses in the vicinity means the existing road layout is sufficient and will not be significantly improved by land acquisition and road widening. There is no traffic congestion in the vicinity. The widening of road will result in increased traffic volume travelling at a higher speed. In my opinion, traffic calming measures should be introduced to reduce traffic volume and speed.	Please refer to Section 4.2
NTA-C9-2344	Property is an intact period home which is listed on the National Inventory of Architectural Heritage. The property will be adversely impacted with the removal of limestone piers at the front of the property, removal of stone wall to west of property and the removal of gardens and trees.	Please refer to Section 4.14
NTA-C9-2344	Increased air pollution, noise pollution and vibration due to moving buses closer to the property by land acquisition and road widening.	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-2344	The proposed plan would have a detrimental impact on the quality of life for the occupants of the property.	This comment is noted
NTA-C9-2344	The removal of several features of the property would diminish the characteristic features of the period property and would thereby depreciate it's value.	Please refer to Section 4.8
NTA-C9-2344	The privacy of the property would be significantly reduced in the following locations: front garden and front door, reception hall, kitchen and dining room.	Please refer to Section 4.3
NTA-C9-2345	Duplicate submission; see NTA-C9-2344.	See responses to NTA-C9-2344.
NTA-C9-2346	Signal controlled traffic lights appear to be situated directly in front of property impeding entrance. Wide entrance to property needs to be maintained for ease of access and safety issues.	Please refer to Section 4.5
NTA-C9-2346	The extent of property to be CPO'd is extensive. This will have serious implications for access, security and privacy.	Please refer to Section 4.3
NTA-C9-2346	There is a significant elevation from the road to property that is not highlighted in drawings. Impact of engineering works to deal with this problem could significantly affect security and privacy of property.	Please refer to Section 4.3
NTA-C9-2347	Strongly object to the Transport Corridor in so far as it affects our property. In the process of house renovations and have only recently constructed a new boundary wall. The percolation area for the new septic tank which we have installed is situated as far back from the front wall as regulations require. Any movement of the boundary wall will interfere with the percolation area and result in a breach of building regulations.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2348	Proposal will have a huge negative effect on parking availability for us residents and for our visitors.	Please refer to Section 4.6
NTA-C9-2348	Object to the removal of 55 year old trees in front of property. Trees provide aesthetic value, privacy and reduce noise and air pollution.	Please refer to Section 4.4
NTA-C9-2348	Object to potential land acquisition of front garden.	Please refer to Section 4.3
NTA-C9-2348	A 30 km/hr speed limit should be introduced on Wilton Road. This would improve road safety and make a huge improvement on noise and air pollution.	Please refer to Section 4.10
NTA-C9-2349	Object to proposed bus shelter along my boundary wall. This will result in a lack of privacy and result in anti social behaviour as there is already anti social behaviour in the lane close to this. There is an existing bus shelter at Manor Hill entrance which could be used.	Please refer to Section 4.12
NTA-C9-2349	There will be increased noise and pollution levels which will have a huge impact on the quality of my life and health matters with traffic being closer to my home.	Please refer to Section 4.11
NTA-C9-2349	The value of my home will be greatly reduced.	Please refer to Section 4.8
NTA-C9-2349	I am extremely concerned about structural damage to my house with regards to foundations, subsidence, sewer and water pipes.	Please refer to Section 4.8
NTA-C9-2349	Under current proposals, my vehicle access entrance and boundary wall will be removed. I use this entrance for my business also. My property boundary would be closer to footpaths and cycles lanes and traffic lanes. Ladders attached to my work van being closer to the main road would be a health and safety issue.	Please refer to Section 4.3
NTA-C9-2349	Under the current proposals there is a proposed bus shelter to be installed along my boundary wal very close to my vehicle entrance. This will have an enormous impacy on my life as there will be a complete lack of privacy due to buses overlooking the front windows of my property.	Please refer to Section 4.12

Submission Reference	Statement	NTA Response
NTA-C9-2349	There will be reduced visibility on my entering and exiting my vehicle access due to the proposed bus shelter. This is an extremely busy junction and there will be a lot of accidents.	Please refer to Section 4.5
NTA-C9-2350	Please be aware that as a resident of Westcliffe for over 30 years, I have not witnessed any bus delays, even as recently as this morning at 8:40am. While sitting in traffic I saw a bus drive freely by in the existing bus lane.	This comment is noted
NTA-C9-2350	The social element of the main business area will be greatly diminished with traffic at a standstill. Outdoor dining spaces will become very unpleasant places to be inhaling vehicle fumes and constant traffic noise.	Please refer to Section 4.13
NTA-C9-2350	At West End shopping centre junction, left and right turning lanes are being removed and installing a bus priority zone. This will cause huge congestion and disruption at a very busy intersection as one road serves 3 schools and 2 business parks. This action is unsafe and dangerous to other road users.	Please refer to Section 4.2
NTA-C9-2350	Removal of trees outside Westcliffe Estate is vandalism. These trees provide shelter, reduce air and noise pollution and enhance aesthetic beauty of the estate.	Please refer to Section 4.4
NTA-C9-2351	This is a busy commuter route with heavy lorries and buses. Proposal to increase traffic on this road would severely exacerbate noise pollution for us.	Please refer to Section 4.11
NTA-C9-2351	<p>Object to proposed land acquisition. Land could be taken from the undeveloped site across the road. Our property was purchased in the belief that all future infrastructure needs on the Model Farm Road abutting the site had been considered when the planning permission was granted for the development.</p> <p>Our rear garden is an essential part of our daily lives and we have made substantial investment to it.</p> <p>Part of the land to be acquired contain the attenuation tanks for the estate. These tanks are in a plot of land which was set aside solely for this purpose and there is no place to relocate them.</p>	Please refer to Section 4.3
NTA-C9-2352	A set of traffic lights at the entrance to Bridgewater estate.	This comment is noted
NTA-C9-2352	Retain the huge tree in the middle of the roundabout at all cost. The roundabout has become a haven for birds.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2354	There is scarcely any bus service in Greenfield. We drive to Ballincollig to get a bus to town. There is a big population in this area. Buses could be rerouted here.	Please refer to Section 4.10
NTA-C9-2354	There is no bus service in Greenfield so we drive to Ballincollig to park and get the bus. Parking here is scarce and will become worse.	Please refer to Section 4.6
NTA-C9-2355	Why not take it along the straight road as opposed to the Model Farm Road, it makes more sense along this corridor.	Please refer to Section 4.10
NTA-C9-2356	When the existing roundabout is replaced by a signalised junction residents of Bridgewater will now be on the city side (north/east) of the junction coming into what appears to be an area of the road which has no signage on the map (pg. 51) to permit this traffic to join the traffic from the village in safely. I would strongly recommend a proper form of signal there as a yellow box would be a waste time. It would be extremely difficult to access the traffic to go right or left from the estate.	Please refer to Section 4.10
NTA-C9-2356	Where will a pedestrian crossing be located? Buses/bikes seem to be getting a priority.	Please refer to Section 4.1
NTA-C9-2357	Bus stop required between Oriel House and Tesco, inbound, and from Oriel to Whitehorse west. Westgate foundation ill and elderly need closer accessible public transport, and tourist coming from the west.	Please refer to Section 4.12
NTA-C9-2358	The post office on Main Street is in dire need of more parking spaces. For many the post office and pharmacy are visited each week. It is unjust to make changes without consulting or including the aged. These spaces are naturally in use during the week for shopping and meeting friends. The existing spaces at the rear of supervalu are overflowing.	Please refer to Section 4.6
NTA-C9-2359	Could consideration be given to the number of bus stops. Some feel too close to each otehr and can slow down trips.	Please refer to Section 4.12
NTA-C9-2359	Route design looks good. Priority for pedestrian, cyclists and bus will be great and very much needed. As a pedestrian and cyclist, it does seem dangerous on Model Farm Road and proposed changes will help.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2360	Existing bus stop is in the wrong place on Model Farm Road	Please refer to Section 4.12
NTA-C9-2360	Concerns over large set back impacts on driveway, garden, septic tank and boundary wall on Model Farm Road.	Please refer to Section 4.3
NTA-C9-2361	The proposed removal of local parking on the main street in Ballincollig will severely impact my business.	Please refer to Section 4.6
NTA-C9-2362	We can see the benefits of the corridors	Please refer to Section 4.6
NTA-C9-2363	Concerned about issue merging from access road to Model Farm Road Will there be a yield sign or stop sign?	Please refer to Section 4.5
NTA-C9-2364	Access to business in the centre of Ballincollig for disabled people. Hope you are consulting with the Irish wheelchair association	Please refer to Section 4.14
NTA-C9-2364	Traffic already a nightmare in the parking area behind Quishes Supervalu Main Street without adding to it by diverting traffic via Harrington Street	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2364	Access to parking on street Parking availability for someone wanting to go to Cork City but needs to drive to the bus route - where do they park for more than 2 hours	Please refer to Section 4.6
NTA-C9-2365	It is a missed opportunity that the BusConnects proposals do not include an upgrade to the 'Back Road' There is no frequent service, despite the continued growth of the area Existing and proposed development to the south of Ballincollig is removed from all if the existing bus stops	This comment is noted
NTA-C9-2366	Improved fares have already contributed to me using public transport more I would like to see the 24 hour bus service extended to Grange Cross Grange Manor is a big estate that could make use of it	This comment is noted
NTA-C9-2366	Will be great to have better cycling infrastructure. I will be cycling more once improved	Please refer to Section 4.6
NTA-C9-2366	Will be great to have better pedestrian infrastructure	Please refer to Section 4.6
NTA-C9-2367	Requesting a face to face meeting at property	Face to face meetings have been offered to all directly affected landowners
NTA-C9-2368	Requesting a face to face meeting at the property	Face to face meetings have been offered to all directly affected landowners
NTA-C9-2369	There is no congestion on the Model Farm Road, congestion is in Ballincollig and Dennehy's Cross Passengers from/to Ballincollig City don't need services on the Model Farm Road - they want to get to/from the city so why not run the corridor on the straight road	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2369	Has any study been done for mental health with more buses passing closer to bedroom windows	Please refer to Section 4.9
NTA-C9-2369	What cost is involved in removing so many gardens/walls	Please refer to Section 4.3
NTA-C9-2369	A motorway going on the Model Farm Road is not safe	Please refer to Section 4.1
NTA-C9-2369	What studies have been carried out to show requirement?	Please refer to Section 4.9
NTA-C9-2370	Extremely concerned re exiting towards Ballincollig village from Brisgewater estate Lights preferably but at least a yellow box to enable us to exit safely	Please refer to Section 4.5
NTA-C9-2371	Will the 2 available spaces for on street parking with a disabled badge go? Will cars be allowed to access chemists, doctors, shopping for those with walking disabilities? Have the NCBI and Irish Wheelchair Association been consulted Will the proposed buses have an easy wheelchair access	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2371	We use cash will this be allowed on the bus	This comment is not related to the infrastructure proposals. Use of alternative payment measures is being explored as part of the broader BusConnects proposals
NTA-C9-2371	The parking area around the Plaza and in front of the cinema, where traffic is to be diverted, is often full and will be a nightmare to drive through and create more tailbacks	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2371	I live 2 miles from Ballincollig - If I want to use the busconnects serviuce to get into Ballincollig village where will I be able to park my car for more than 2 hours	Please refer to Section 4.6
NTA-C9-2373	Heavy lorries and buses create severe noise pollution already on this route on Model Farm Road Your proposals to increase traffic would severely exacerbate noise pollution	Please refer to Section 4.11
NTA-C9-2373	Proposals acquire land from the rear of homes in Rosefield. The land could be taken from undeveloped site across the road on which no houses have been built Rear gardens are an essential part of daily lives Residents have made substantial investments in their back gardens Parts of the land acquired contain the atenuation tanks for Rosefield	Please refer to Section 4.3
NTA-C9-2373	Properties in Rosefield were purchased in the belief that future infrastructure had been considered. This shows Lack of foresight on the part of Cork City Council and a lack of communication and foresight as to what the NTA felt may be required from this area in the future	Please refer to Section 4.9
NTA-C9-2374	It is hard to make sense of the proposal to put another cycle lane on the side of the thoroughfare where residents will be exiting in their cars The existing bus lane / cycle lane is on a slope in West Village, as the site, is below the level of the road, therefore it is very dangerous for cyclists, if a car is being driven out on to the road the cycle lane to both Cork city and Macroom should be located on the opposite side of the road,	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2374	<p>Speeding on the main road west village, just past the Oriel House Hotel is common</p> <p>The location and position of the pedestrian crossing on the main road, west village is a 'God-send', as it has three main functions</p> <p>(1) It acts as a traffic calming method for traffic coming from both directions i.e. from the traffic lights at the 'White Horse pub' direction and the flow of traffic from the main village.</p> <p>(2) It provides safe access for school children who attend the new schools during school term.</p> <p>(3) It provides safe access for old people/children to attend mass and also provides access for people who want to visit relatives/friends who are resident in West Gate Foundation complex.</p> <p>There is an urgent need for appropriate speed limit 'sign posts', on this stretch of road, sometimes inappropriate speed is more dangerous than high speed.</p>	Please refer to Section 4.6
NTA-C9-2374	There is a strong history of subsidence/ground heave on the main road in West village Ballincollig	Please refer to Section 4.8
NTA-C9-2375	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13
NTA-C9-2375	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2375	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2375	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe. Will you compensate us for same and if so what is the process	Please refer to Section 4.8
NTA-C9-2375	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4
NTA-C9-2375	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2375	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-2375	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.8
NTA-C9-2375	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2375	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area.</p>	Please refer to Section 4.9
NTA-C9-2376	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13
NTA-C9-2376	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2376	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2376	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe. Will you compensate us for same and if so what is the process	Please refer to Section 4.4
NTA-C9-2376	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4
NTA-C9-2376	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2376	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-2376	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.8
NTA-C9-2376	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2376	Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ???? Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion?? Furnish us with your Environmental Impact Assessment on the changes you propose for our area.	Please refer to Section 4.9
NTA-C9-2377	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13
NTA-C9-2377	You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu. You are removing the uncontrolled left filter lane from Inniscarra Road You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2377	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2377	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe. Will you compensate us for same and if so what is the process	Please refer to Section 4.4
NTA-C9-2377	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4
NTA-C9-2377	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2377	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-2377	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.8
NTA-C9-2377	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2377	Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ???? Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion?? Furnish us with your Environmental Impact Assessment on the changes you propose for our area.	Please refer to Section 4.9
NTA-C9-2378	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13
NTA-C9-2378	You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu. You are removing the uncontrolled left filter lane from Inniscarra Road You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2378	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2378	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe. Will you compensate us for same and if so what is the process	Please refer to Section 4.4
NTA-C9-2378	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4
NTA-C9-2378	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2378	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9
NTA-C9-2378	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.3
NTA-C9-2378	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2378	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area.</p>	Please refer to Section 4.9
NTA-C9-2379	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13
NTA-C9-2379	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2379	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2379	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe. Will you compensate us for same and if so what is the process	Please refer to Section 4.4
NTA-C9-2379	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4
NTA-C9-2379	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2379	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9
NTA-C9-2379	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.3
NTA-C9-2379	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2379	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area.</p>	Please refer to Section 4.9
NTA-C9-2380	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-2380	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2
NTA-C9-2380	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2380	<p>Removal of 60 roadside trees will significantly reduce the property values in Westcliffe.</p> <p>Will you compensate us for same and if so what is the process</p>	Please refer to Section 4.4
NTA-C9-2380	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2380	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2380	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9
NTA-C9-2380	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.3
NTA-C9-2380	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2380	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area.</p>	Please refer to Section 4.9
NTA-C9-2381	<p>Reduce noise pollution from vehicles</p> <p>Enhance mental wellbeing for children privacy and safety</p>	Please refer to Section 4.11
NTA-C9-2381	<p>You are removing the uncontrolled left lane at inniscarra road</p> <p>This will cause rear end collisions and injuries</p> <p>Delays to buses to schools</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2381	You are removing 80 trees from Oriel house hotel and innismore junction 20 trees to be cut down on south roadside	Please refer to Section 4.4
NTA-C9-2381	More information about what happening with trees and bus delays More engagement with westcliffe residents	Please refer to Section 4.9
NTA-C9-2382	By removing left turn it will cause roadrage Will cause also rear end collisions and injuries	Please refer to Section 4.2
NTA-C9-2382	Reduce noise pollution Enhance mental wellbeing by providing safe calm for children	Please refer to Section 4.11
NTA-C9-2382	Removing 80 mature trees on the roadside oriel house hotel 20 trees cut down on the south roadside	Please refer to Section 4.4
NTA-C9-2383	By removing the left turn It will cause lots of injuries and collisions Roadrage aswell	Please refer to Section 4.2
NTA-C9-2383	Reduce noise pollution Enhance wellbeing of children and there safety and calm	Please refer to Section 4.11
NTA-C9-2383	Removing 80 mature trees on oriel house hotel 20 trees to be cut down on the south roadside	Please refer to Section 4.4
NTA-C9-2384	If you remove the left lane turn It will cause lots of collisions and injuries Aswell as roadrage	Please refer to Section 4.2
NTA-C9-2384	Will minimise noise pollution from vehicles on the road Enhance mental health and wellbeing of children Safer mobility for residents	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-2384	Loss of 80 mature trees on oriel house hotel Cut down of 20 trees on southside road	Please refer to Section 4.4
NTA-C9-2385	Removing 4 right turnes Will lead to lots of collisions and injuries roadrage with people	Please refer to Section 4.2
NTA-C9-2385	Minismise noise pollution from vehicles on the road Enhance mental wellbeing for providing a sense of calm, privacy for residents	Please refer to Section 4.11
NTA-C9-2385	Loss of 80 mature trees on oriel house hotel roadside 20 trees to be cut down on the south roadside	Please refer to Section 4.4
NTA-C9-2386	Removing the four right turns will lead to Lots of collisions rare end Aswell as lots of injuries to people driving	Please refer to Section 4.2
NTA-C9-2386	Minismise noise pollution from vehicles on road Enhance mental wellbeing by providing a sense of calm and privacy for residents	Please refer to Section 4.11
NTA-C9-2386	By removing the 60 trees the value of property will decrease	Please refer to Section 4.8
NTA-C9-2386	loss of 80 mature trees from oriel house hotel 20 trees cut down on the south roadside	Please refer to Section 4.4
NTA-C9-2387	By removing the four right turns will lead to Increased collisions and injuries to people Aswell as roadrage	Please refer to Section 4.2
NTA-C9-2387	Reduce noise pollution from vehicles Enhance mental wellbeing by providing safe calming and privacy for residents Ensure safer mobility for residents	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-2387	loss of 80 mature trees on the roadside at oriel house hotel 20 trees cut down on the southside road	Please refer to Section 4.4
NTA-C9-2388	Removing the four right hand lanes innismore Increased collisions and injuries to people Roadrage because people can't turn right	Please refer to Section 4.2
NTA-C9-2388	Minimise noise pollution from vehicles and aeroplanes Enhance mental wellbeing by providing a sense of calm and privacy Safer mobility for residents and children	Please refer to Section 4.11
NTA-C9-2388	By removing the 60 trees in westcliffe residents will decrease the value of property	Please refer to Section 4.4
NTA-C9-2388	Removing of 80 mature trees on oriel house hotel 20 trees cut down on southside road	Please refer to Section 4.4
NTA-C9-2389	By removing the four right hand lanes will include There will be more on road collisions and injuries More road rage because of removing the right lanes	Please refer to Section 4.2
NTA-C9-2389	Reduced noise pollution from vehicles Safer mobility for the residents and children Privacy for children and residents	Please refer to Section 4.11
NTA-C9-2389	Removal of 60 trees which will effect the property value of Westcliffe residents	Please refer to Section 4.8
NTA-C9-2389	you are removing 80 mature trees on the roadside on oriel house hotel 20 trees cut down on the south side road	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2390	Removing four lanes will increase more collisions and injuries to road users Aswell as roadrage because of removing right hand lanes	Please refer to Section 4.2
NTA-C9-2390	Enhance wellbeing providing safer privacy Safer mobility for residents Reduce noise pollution from vehicles	Please refer to Section 4.11
NTA-C9-2390	By removing 60 trees will decrease the value of houses in Westcliffe resident	Please refer to Section 4.8
NTA-C9-2390	Removing 80 mature trees on the oriel house hotel cut down 20 trees on southside road	Please refer to Section 4.4
NTA-C9-2391	Exiting the property will be dangerous as it is right onto the Model Farm Road	Please refer to Section 4.5
NTA-C9-2391	Noise of the cars going passed there house.	Please refer to Section 4.11
NTA-C9-2391	Concerns with noise due to road being closer to home on Model Farm Road	Please refer to Section 4.11
NTA-C9-2391	Proposals take 4 metres and bring wall to the front of house on Model Farm Road	Please refer to Section 4.3
NTA-C9-2391	Safety conerns because the road is very close to there property.	Please refer to Section 4.3
NTA-C9-2391	Health and safety concerns due to road being closer to home on Model Farm Road	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2392	By removing up to 3 meters will have a great effect on trying to find a parking space example outside a doctors, bank and post office	Please refer to Section 4.3
NTA-C9-2392	This proposal will have a serious effect on property value	Please refer to Section 4.8
NTA-C9-2392	The removal of trees will have an effect On the traffic noise and pollution.	Please refer to Section 4.4
NTA-C9-2393	New traffic lanes will increase the noise pollution on the road and increase collisions	Please refer to Section 4.2
NTA-C9-2393	When construction going on there will be a disturbances caused by loss of properties Privacy of residents	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2393	loss of trees aswell as environmental habits, birds and hedgehogs.	Please refer to Section 4.4
NTA-C9-2393	There should be more safety in cycle lanes	This comment is noted
NTA-C9-2401	Fully supoport the connected cycle routes and plans to impact travel for their family.	Please refer to Section 4.6
NTA-C9-2403	issue regarding service information	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-2403	removal of limestone wall should be replaced with the same regard	Please refer to Section 4.14
NTA-C9-2403	error in map 17	Please refer to Section 4.9
NTA-C9-2408	Loss of trees and loss of wildlife ensure an ecological plan is in place	Please refer to Section 4.4
NTA-C9-2408	Loss of land from property for bus lane and traffic lights	Please refer to Section 4.3
NTA-C9-2408	Safety concern regarding turning out left from property onto a direct bus lane	Please refer to Section 4.5
NTA-C9-2440	A large amount of money has been invested in the practice to provide a vital service to the local community. It is most unfair that this development will result in issues that wil adversely affect our business.	Please refer to Section 4.13
NTA-C9-2440	The bus gate at the South end of East Douglas Street prevents direct access by car to the Medical Practice. This is critical for the practice as there are elderly and immobile patients. There is no space provided on the map to allow cars to turn and return back along East Douglas Street. A proposed footpath at the bus gate also will prevent access and car turning.	Please refer to Section 4.2
NTA-C9-2440	The construction phase of this project will result in severe difficulties in access to the clinic.	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.

Submission Reference	Statement	NTA Response
NTA-C9-2440	<p>The drawing indicates the presence of 5 car parking spaces in front of the clinic. This area is not public property and there is only space for 3 vehicles here. There will be significant loss of parking space which will adversely affect access to the clinic.</p> <p>Planning permission has been granted to expand the clinic and the ever increasing numbers requiring access to the clinic will need proper access and parking.</p>	Please refer to Section 4.6
NTA-C9-2441	<p>We see a constant and worrying buildup of traffic which will continue to increase. Traffic buildup occurs in the following sequence:</p> <ol style="list-style-type: none"> 1. Well Road to Douglas Road was diverted away from the Lower Well Road to travel via Eglantine Park 2. Eglantine Girls School extended with increased traffic 3. St. Anthonys Boys School extended with increased traffic 4. Very recently GoGos cafe/deli opened with significant traffic and parking impact 5. You are going to make Douglad Road one way circa BelAir - this will further increase traffic through Eglantien Park, irrespective of how one classifies the South Douglas Road or restricts entry. <p>We are concerned with the future increase of traffic and the impact when schools reopen.</p>	Please refer to Section 4.2
NTA-C9-2651	I feel residents along the route should have been officially notified of this proposal (even if not directly affected)	Please refer to Section 4.9
NTA-C9-2652	<p>there is a stone boundary wall along the front of the property with a gated splayed entrance for vehicle access.</p> <p>Under the current proposal, this wall and entrance would be removed.</p> <p>There will not be sufficient space for vehicle access to and from the property in Ballincollig</p>	Please refer to Section 4.5
NTA-C9-2652	<p>There will not be sufficient space to reconstruct the wall without removing the limited car parking spaces at the front of the house.</p> <p>There is no street parking in close proximity to the house therefore the proposal is significantly reducing the use and value of the property.</p>	Please refer to Section 4.6
NTA-C9-2652	The area of ground which the NTA propose to use on my client's property has a negative impact on the value of the property in Ballincollig	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-2652	<p>the front door of this house is approx. 2m from the footpath edge. Under the current proposal the porch with the front door would need to be demolished. This is the only accessible entrance to the house and it is the main fire escape Remodelling the house is not advisable or a practical solution.</p>	Please refer to Section 4.3
NTA-C9-2652	<p>The area of ground which the NTA propose to use on my client's property in Ballincollig has a negative impact on the usability and structural integrity construction works and the possible close nature of the bus network will result in structural defects to the dwellinghouse such as cracking and undermining of foundations.</p>	Please refer to Section 4.8
NTA-C9-2653	<p>If the proposal goes ahead it will be dangerous to exit my driveway on Model Farm Road to go eastbound because I will have to cross a cycle, bus and car lane</p>	Please refer to Section 4.5
NTA-C9-2653	<p>The terrain on the Model Farm Road is not suitable for a cycle lane There is no student accomodation in our area so the cycle lane will not serve MTU</p>	This comment is noted
NTA-C9-2653	<p>The corridor will not improve the 220 service - the frequency and passage cannot go any quicker</p>	This comment is noted
NTA-C9-2654	<p>We totally object to this proposal</p>	This comment is noted
NTA-C9-2656	<p>I could potentially lose the space for turning into my drive due to CPO</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2656	You plan to remove all parking from Main Street including disabled parking and relocate to the back of Supervalu Main Street	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2656	We have intoxicated people coming from the village sitting on our fence at night, if you bring them closer to my home the stress and anxiety will be huge with potential loss of garden	This comment is noted
NTA-C9-2656	The loss of business in Ballincollig will have a huge knock on effect to the whole community	Please refer to Section 4.13
NTA-C9-2656	Proposals will cause tailbacks and congestion as it removes 4 right hand turning lanes, removing the left turning lane from Inniscara Road, installing a bus priority signal at Supervalu junction in turn removing 3 left turning lanes You plan to remove through traffic from Ballincollig Main Street, diverting traffic by turning right at East Gate onto Fort Road - This is a busy road with schools, community centre and GAA club	Please refer to Section 4.2
NTA-C9-2656	The anxiety it will cause the elderly having to park on a main throughfare	Please refer to Section 4.6
NTA-C9-2656	Noise and dirt during construction will have a direct affect on our physical and mental health	Please refer to Section 4.11
NTA-C9-2656	You plan to remove all parking from Main Street including disabled parking and relocate to the back of Supervalu Main Street, even though you intend in removing up to 60 parking spaces from this car park	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.

Submission Reference	Statement	NTA Response
NTA-C9-2656	Proposals will damage value of house in Ballincollig	Please refer to Section 4.8
NTA-C9-2656	If you remove part of my garden it brings everything closer to my home - walkers, cyclists, trucks and buses	Please refer to Section 4.3
NTA-C9-2657	Your plan to reduce our garden boundary will now impinge on our road safety if we cannot turn our car on College Road	Please refer to Section 4.5
NTA-C9-2657	<p>The decision to direct your 'Sustainable Transport Corridor E', at Dennehy's Cross, to traverse along College Road instead of the 'Corridor F': Wilton Road, Victoria Cross onto the already established Western Road bus corridors will dramatically change the traffic pattern (increased numbers of buses) and long- established character of the residential western end of College Road. Traffic volume along College Road, particularly the western end, is seasonal.</p> <p>the decision seems illogical, when there are established bus corridors along the Western Road which College Road users can easily access through the many connecting roads and various public UCC campuses with passageways to bring pedestrians to the Western Road</p>	Please refer to Section 4.2
NTA-C9-2657	Increasing the numbers of buses and removing our boundary wall with a long-established hedge, will greatly impact on our privacy until a sizeable, large hedge can be regrown so that bus occupants cannot look into our open plan ground floor living area and upstairs bedrooms when we are not there to pull the curtains.	Please refer to Section 4.3
NTA-C9-2657	an increased volume of large vehicles will increase vibrations and risk of structural damage to our home on College Road	Please refer to Section 4.8
NTA-C9-2657	<p>It could prove a dangerous mistake to increase the number of large electric (quiet) buses along the section of College Road that directly leads into various UCC campuses where several thousand students walk, run and dash across College Road;</p> <p>Increased numbers of quieter electric buses will only greatly increase the chances of fatalities.</p>	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-2658	Access and exit Main Street must be maintained to facilitate deliveries, all services and emergency services to enable business to operate and residents to live in their homes	Please refer to Section 4.2
NTA-C9-2658	Traffic through car park onto Station Road - not suitable to extra traffic	Please refer to Section 4.2
NTA-C9-2658	Maps need to be updated	This comment is noted
NTA-C9-2659	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13
NTA-C9-2659	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2659	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2659	Removal of 60 roadside trees will significantly reduce the property values in Westcliffe. Will you compensate us for same and if so what is the process	Please refer to Section 4.4
NTA-C9-2659	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4
NTA-C9-2659	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2659	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9

Submission Reference	Statement	NTA Response
NTA-C9-2659	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.8
NTA-C9-2659	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2659	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area</p>	Please refer to Section 4.9
NTA-C9-2660	<p>Object to removing four right-turning lanes - to Innismore, to Flynn's Road, to Inniscarra Road, and to West-end Shopping centre/SuperValu, removing the uncontrolled left filter lane from Inniscarra Road, installing bus priority signals on the SuperValu and Innismore and to SuperValu because of the bus priority signals.</p> <p>This will result in all-day back up of traffic and congestion on the main road. This congestion will result in on-going rear ending collisions and injuries, road rage, West Village becoming a no-go area and killing off business and service providers, pollution from stalled vehicles, delays to buses as drivers resort to bus lanes to get to school work etc., emergency service vehicles will be caught-up in grid-lock.</p> <p>The resultant traffic will have a serious negative impact on people's lives and the environment.</p> <p>Do not interfere with the centre island and yellow box at the entrance to Westcliffe.</p>	Please refer to Section 4.2
NTA-C9-2660	Removal of 60 roadside trees will significantly reduce the property value.	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-2660	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction. 60 trees are to be cut down on the Westcliffe/north roadside. 20 trees are to be cut down on the south roadside. All the shrubbery/pollinator border outside the Westcliffe wall is being demolished.</p> <p>The trees are precious and unique aspect of our daily lives and a rich legacy for our children and future generations. They provide the following equally valuable functions:</p> <ul style="list-style-type: none"> Minimise noise pollution Clean the air of pollutants Shade and cool our homes and public spaces Release water vapour and provide an air conditioning effect during hot weather Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge, and recharge for our children, adults and older residents Through a warming effect our trees reduce build up of ice They act as a significant wind break They shield our homes from light Pull carbon out of the air and release oxygen 	Please refer to Section 4.4
NTA-C9-2660	<p>What consultants and 'sign-off' have you had with/from Cork City Council executives?</p> <p>Send us your examples of similar projects already completed to give us comfort that you know what you are doing.</p> <p>Please provide a copy of the Department Brief your organisation is relying on to force through your proposal.</p> <p>Will you meet with us on site in Westcliffe to discuss the impact of your plans and tease our workable alternatives?</p> <p>Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall? What arrangements have you in place to minimise the disruption during the construction phase?</p> <p>Have you considered offline cycle paths and if yes please provide full details.</p> <p>Which cyclists did you engage with before you came up with the current proposals?</p> <p>What is the strategy/allowance for future light rail services in our area?</p> <p>Westcliffe residents are now reaching out and engaging with professionals (Landscape Photographer, Environmental Scientist, Ecologist, Arborist, Traffic Engineer etc.) to report back to us on the impact of your proposals. Are you going re-imburse us and what is the process?</p> <p>We want to provide more information to assist you with your revised plans. Because of the tight timeline you have imposed on submissions we will be developing and circulating additional submissions after your deadline of 3rd October. Will you acknowledge and provide feedback on the same?</p> <p>Your proposal will definitely devalue our homes. Will you compensate us for the same and if so what is the process?</p> <p>You are removing our trees etc. causing traffic congestion and carrying our construction works to implement your plans all to reduce bus delays that are non-existent in our area. Please justify the sustainability of all that?</p>	<p>These comments are noted and concerns will be considered at the next design stage.</p> <p>Please refer to Section 4.3, 4.4 and 4.8 for responses to some of the issues raised.</p>

Submission Reference	Statement	NTA Response
NTA-C9-2660	<p>Provide us with your studies/data on current bus delays and causes in the west end area which we have assumed informed your decision to come up with the design.</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for the area.</p>	Please refer to Section 4.9
NTA-C9-2661	<p>Object to removing four right-turning lanes - to Innismore, to Flynn's Road, to Inniscarra Road, and to West-end Shopping centre/SuperValu, removing the uncontrolled left filter lane from Inniscarra Road, installing bus priority signals on the SuperValu and Innismore and to SuperValu because of the bus priority signals.</p> <p>This will result in all-day back up of traffic and congestion on the main road. This congestion will result in on-going rear ending collisions and injuries, road rage, West Village becoming a no-go area and killing off business and service providers, pollution from stalled vehicles, delays to buses as drivers resort to bus lanes to get to school work etc., emergency service vehicles will be caught-up in grid-lock.</p> <p>The resultant traffic will have a serious negative impact on people's lives and the environment.</p> <p>Do not interfere with the centre island and yellow box at the entrance to Westcliffe.</p>	Please refer to Section 4.2
NTA-C9-2661	Removal of 60 roadside trees will significantly reduce the property value.	Please refer to Section 4.4
NTA-C9-2661	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction. 60 trees are to be cut down on the Westcliffe/north roadside. 20 trees are to be cut down on the south roadside. All the shrubbery/pollinator border outside the Westcliffe wall is being demolished.</p> <p>The trees are precious and unique aspect of our daily lives and a rich legacy for our children and future generations.</p> <p>They provide the following equally valuable functions:</p> <ul style="list-style-type: none"> Minimise noise pollution Clean the air of pollutants Shade and cool our homes and public spaces Release water vapour and provide an air conditioning effect during hot weather Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge, and recharge for our children, adults and older residents Through a warming effect our trees reduce build up of ice They act as a significant wind break They shield our homes from light Pull carbon out of the air and release oxygen 	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2661	<p>What consultants and 'sign-off' have you had with/from Cork City Council executives? Send us your examples of similar projects already completed to give us comfort that you know what you are doing. Please provide a copy of the Department Brief your organisation is relying on to force through your proposal. Will you meet with us on site in Westcliffe to discuss the impact of your plans and tease our workable alternatives? Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall? What arrangements have you in place to minimise the disruption during the construction phase? Have you considered offline cycle paths and if yes please provide full details. Which cyclists did you engage with before you came up with the current proposals? What is the strategy/allowance for future light rail services in our area? Westcliffe residents are now reaching out and engaging with professionals (Landscape Photographer, Environmental Scientist, Ecologist, Arborist, Traffic Engineer etc.) to report back to us on the impact of your proposals. Are you going to reimburse us and what is the process? We want to provide more information to assist you with your revised plans. Because of the tight timeline you have imposed on submissions we will be developing and circulating additional submissions after your deadline of 3rd October. Will you acknowledge and provide feedback on the same? Your proposal will definitely devalue our homes. Will you compensate us for the same and if so what is the process? You are removing our trees etc. causing traffic congestion and carrying out construction works to implement your plans all to reduce bus delays that are non-existent in our area. Please justify the sustainability of all that?</p>	<p>These comments are noted and concerns will be considered at the next design stage.</p> <p>Please refer to Section 4.3, 4.4 and 4.8 for responses to some of the issues raised.</p>
NTA-C9-2661	<p>Provide us with your studies/data on current bus delays and causes in the west end area which we have assumed informed your decision to come up with the design. Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion Furnish us with your Environmental Impact Assessment on the changes you propose for the area.</p>	<p>Please refer to Section 4.9</p>
NTA-C9-2662	<p>Object to removing four right-turning lanes - to Innismore, to Flynn's Road, to Inniscarra Road, and to West-end Shopping centre/SuperValu, removing the uncontrolled left filter lane from Inniscarra Road, installing bus priority signals on the SuperValu and Innismore and to SuperValu because of the bus priority signals. This will result in all-day back up of traffic and congestion on the main road. This congestion will result in on-going rear ending collisions and injuries, road rage, West Village becoming a no-go area and killing off business and service providers, pollution from stalled vehicles, delays to buses as drivers resort to bus lanes to get to school work etc., emergency service vehicles will be caught-up in grid-lock. The resultant traffic will have a serious negative impact on people's lives and the environment. Do not interfere with the centre island and yellow box at the entrance to Westcliffe.</p>	<p>Please refer to Section 4.2</p>
NTA-C9-2662	<p>Have you considered the age profile of the residents and how it will reduce and affect our quality of life?</p>	<p>This comment is noted</p>

Submission Reference	Statement	NTA Response
NTA-C9-2662	Removal of 60 roadside trees will significantly reduce the property value.	Please refer to Section 4.4
NTA-C9-2662	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction. 60 trees are to be cut down on the Westcliffe/north roadside. 20 trees are to be cut down on the south roadside. All the shrubbery/pollinator border outside the Westcliffe wall is being demolished.</p> <p>The trees are precious and unique aspect of our daily lives and a rich legacy for our children and future generations. They provide the following equally valuable functions:</p> <ul style="list-style-type: none"> Minimise noise pollution Clean the air of pollutants Shade and cool our homes and public spaces Release water vapour and provide an air conditioning effect during hot weather Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge, and recharge for our children, adults and older residents Through a warming effect our trees reduce build up of ice They act as a significant wind break They shield our homes from light Pull carbon out of the air and release oxygen 	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2662	<p>What consultants and 'sign-off' have you had with/from Cork City Council executives? Send us your examples of similar projects already completed to give us comfort that you know what you are doing. Please provide a copy of the Department Brief your organisation is relying on to force through your proposal. Will you meet with us on site in Westcliffe to discuss the impact of your plans and tease our workable alternatives? Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall? What arrangements have you in place to minimise the disruption during the construction phase? Have you considered offline cycle paths and if yes please provide full details. Which cyclists did you engage with before you came up with the current proposals? What is the strategy/allowance for future light rail services in our area? Westcliffe residents are now reaching out and engaging with professionals (Landscape Photographer, Environmental Scientist, Ecologist, Arborist, Traffic Engineer etc.) to report back to us on the impact of your proposals. Are you going to reimburse us and what is the process? We want to provide more information to assist you with your revised plans. Because of the tight timeline you have imposed on submissions we will be developing and circulating additional submissions after your deadline of 3rd October. Will you acknowledge and provide feedback on the same? Your proposal will definitely devalue our homes. Will you compensate us for the same and if so what is the process? You are removing our trees etc. causing traffic congestion and carrying out construction works to implement your plans all to reduce bus delays that are non-existent in our area. Please justify the sustainability of all that?</p>	<p>These comments are noted and concerns will be considered at the next design stage.</p> <p>Please refer to Section 4.3, 4.4 and 4.8 for responses to some of the issues raised.</p>
NTA-C9-2662	<p>From a safety point of view the removal of trees will make us very exposed and vulnerable, and not secure. With the new changes proposed easy access to the roads will not be possible. Traffic congestion will lead to traffic back-up. It will not be safe. I need access to the roads in safety with my car to go to church, shopping, doctors etc. I can't walk long distances carrying shopping.</p>	<p>Please refer to Section 4.4</p>
NTA-C9-2662	<p>Provide us with your studies/data on current bus delays and causes in the west end area which we have assumed informed your decision to come up with the design. Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion Furnish us with your Environmental Impact Assessment on the changes you propose for the area.</p>	<p>Please refer to Section 4.9</p>
NTA-C9-2780	<p>Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers</p>	<p>Please refer to Section 4.13</p>

Submission Reference	Statement	NTA Response
NTA-C9-2780	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, ... to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2
NTA-C9-2780	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2780	<p>Removal of 60 roadside trees will significantly reduce the property values in Westcliffe.</p> <p>Will you compensate us for same and if so what is the process</p>	Please refer to Section 4.8
NTA-C9-2780	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2780	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2780	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9
NTA-C9-2780	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.3
NTA-C9-2780	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2780	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area.</p>	Please refer to Section 4.9
NTA-C9-2787	Traffic and congestion on the main road and all approach roads will result in the West Village becoming a no go area and killing off business and service providers	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-2787	<p>You are removing four right-turning lanes to Innismore, to Flynn's Road, to Inniscarra Road and to West-end Shopping Centre/Supervalu.</p> <p>You are removing the uncontrolled left filter lane from Inniscarra Road</p> <p>You are installing Bus Priority signals on the Supervalu and Innismore Junctions which effectively removes vehicles from three left turning lanes to Inniscarra, to Innismore and to Supervalu because of the Bus Priority signals</p> <p>All the above will result in massive all-day back-up of traffic and congestion on the main road and all approach roads.</p>	Please refer to Section 4.2
NTA-C9-2787	What arrangements have you in place to minimise the disruption during the construction phase?	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2787	<p>Removal of 60 roadside trees will significantly reduce the property values in Westcliffe.</p> <p>Will you compensate us for same and if so what is the process</p>	Please refer to Section 4.4
NTA-C9-2787	<p>You are removing at least 80 mature trees on the roadside between the Oriel House Hotel and Innismore Junction</p> <p>These trees have the following functions:</p> <ul style="list-style-type: none"> • Clean the air of pollutants, release oxygen and water vapour and protect wildlife • Shade and cool our homes and public spaces, shield homes from lights • Enhance mental wellbeing by providing a sense of calm, privacy, security, refuge and recharge for our children, adults and older residents • Through a warming effect our trees reduce the build-up of ice on our access road and footpaths • They act as a significant windbreak during high winds/storms ensuring safer mobility for residents and visitors 	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2787	<p>What is the strategy/allowance for future light rail services in our area???</p> <p>Are you going to re-imburse us as we engage with professionals (Landscape Photographer, Environmental Scientist/Ecologist, Arborist, Auctioneer, Traffic Engineer, etc. etc.)</p>	Please refer to Section 4.3 and 4.10
NTA-C9-2787	<p>Your consultation/engagement process has been and still is wholly inadequate and is an abuse of the rights of residents to information and a fair hearing and input.</p> <p>Your Community Forum, as the means of engagement, is laughable and a dereliction of your duty/responsibility to do the right thing for the people of Ballincollig and hinterland</p>	Please refer to Section 4.9
NTA-C9-2787	Do you realise when you remove the trees and raised border outside the Westcliffe wall you will undermine the wall/foundation. What are your proposals for the new retaining wall?	Please refer to Section 4.4
NTA-C9-2787	Traffic congestion on the main road and all approach roads will cause on going rear end collisions, injuries, road rage and emergency vehicles stuck in grid lock	Please refer to Section 4.2
NTA-C9-2787	<p>Provide us with your studies/data on current bus delays and causes in the west-end area which we assume informed your decision to come up with your design ????</p> <p>Provide us with your surveys/data/simulations to verify that there will be no additional traffic congestion??</p> <p>Furnish us with your Environmental Impact Assessment on the changes you propose for our area.</p>	Please refer to Section 4.9
NTA-C9-2789	<p>We will be strongly objecting to the proposed Transport Corridor in so far as it affects our property on Model Farm Road</p> <p>We are in the process of renovating the house and have only recently constructed a new front boundary wall.</p> <p>the percolation area for the new septic tank which we have installed is situated as far back from the front wall as regulations require.</p> <p>Any movement back of the boundary wall will interfere with the percolation area and result in a breach of Building Regulations.</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2806	<p>I submit that there is no need to widen the existing road (R608) as the road is sufficiently wide enough to accommodate Bus traffic as well as general traffic and cyclists on the route without any significant delays.</p> <p>the combined Bus & Traffic lane immediately east of my house should be extended further west in order to avoid taking sections of the front lawns from me and my neighbours.</p> <p>Our property is not level with the centre of the existing road surface of the R608 and there is no detail as to how will be dealt with in the plan</p>	Please refer to Section 4.10
NTA-C9-2806	<p>any land acquisition required for widening the R608 in this area should be done on the north side of the road. Disruption in the area would be minimized and not impact homeowners, as is currently being proposed</p> <p>Currently our water meter is located outside our boundary wall. We feel this was not taken into account when drafting these proposals on R608</p>	Please refer to Section 4.3
NTA-C9-2816	<p>I am part of the Ballincollig Square neighborhood and the proposed plan would not allow access to my house by car.</p>	Please refer to Section 4.5
NTA-C9-2827	<p>Making our main street car free is going to decimate my sbusiness on The Old Square. My clients need to be able to drive up to the salon and park outside. I know my clients will move to another salon that they can access directly and park outside, and I will be left without customers. This is extremely stressful and worrying.</p> <p>I'm sure you can appreciate that I spend a lot of time and money making the outside of my business visually appealing. If there is not traffic passing the salon, that will also dry up.</p>	Please refer to Section 4.6
NTA-C9-2828	<p>By forcing people into car parks, and rerouting traffic out of the town small businesses are denied the chance of footfall thereby reducing sales.</p> <p>This will be a death knell to my business and many like me. Please use common sense, before another small thriving village/ town is wiped out to become a soulless commuter town all in the name of so called progress.</p>	Please refer to Section 4.2
NTA-C9-2830	<p>The route to Bishopstown/Ballincollig does not pass the entrance to MTU, yet both routes surround UCC campus.</p> <p>A significant population of students attending MTU therefore can only cycle/use the bus 80% of the way to MTU on a dedicated transport corridor but not the final 20%?</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2831	<p>We would like to express our concerns for the new public transport layout in Ballincollig.</p> <p>We are a business in the heart of Ballincollig and feel this will affect us negatively in a huge way and will also affect our customers.</p>	Please refer to Section 4.13
NTA-C9-2835	<p>The plan would involve putting a single pillar and concrete beams on a t shaped structure on the side of the River Lee from the Mercy Hospital to the Lee Fields and onto Ballincollig.</p> <p>The side of the structure can also facilitate a greenway on the southern side.</p> <p>The beams can be designed so the wheels would slot into them in the interest of safety.</p> <p>A single guide track wheel can be fitted to the front of the buses, which can be raised and lowered onto a single rail on the centre of the structure.</p> <p>If the structure was a success, a second one could be put along side on the northern side for a 2 way operation.</p> <p>The support pillars can be raised to clear any bridge on the route.</p> <p>The system may also allow it to link to Macroom on the side of the river.</p> <p>The system can also be incorporated into the raising of the quay walls in the Mardyke area.</p>	This comment is noted
NTA-C9-2842	<p>P46 - Very supportive of the busgate at this point.</p> <p>It should be noted that some property owners believe that they will not be allowed to access their properties.</p> <p>Access needs to be clarified.</p> <p>P66 – Is this roundabout being retained at College Road & Magazine Road Junction? Locals have requested that it should be enhanced so that it enhances the area & seeks to slow speeds coming into this area.</p>	Please refer to Section 4.5
NTA-C9-2842	<p>P65 – In favour of the cycle route being rerouted</p> <p>P69 – Is the existing protected cyclelane southwards being removed from Donovan’s Road & if so why?</p>	The introduction of a bus gate on College Road will significantly reduce traffic on Donovans road making it suitable as a quiet street.
NTA-C9-2842	<p>P41 – That existing pedestrian desire lines would also be facilitated.</p> <p>P57 – Inchigaggin Bridge is in need of redevelopment so very much welcome this.</p> <p>The walkway beside Eden Hall and the one at the back of MTU should be connected as part of this project but it is not shown on the map.</p> <p>There needs to be a pedestrian crossing to the bus-stop at Rossbrook.</p> <p>The map shows signal controlled priority for buses but it isn’t clear if pedestrians can cross the road safely at this point to get to the bus-stop.</p> <p>P58 – is it possible to have the toucan crossing closer to the bus-stops i.e. on the western side of the junction with Rossbrook.</p> <p>P69- The footpath width on this road could do with widening particularly on the eastern side.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2842	P43 – There is a proposal to take some land from some properties on this section that are already very close to the road. Is it possible to take space from the Westcliffe side of the road?	Please refer to Section 4.10
NTA-C9-2842	P46 – There is an error in that it shows no left turn from the Square – this needs to be corrected as there is a lot of unnecessary concern amongst traders in the Square.	Please refer to Section 4.9
NTA-C9-2850	The attached drawing does not reference the existing right turn lane that is in place for the approximately 140 houses in the Coolroe Heights and Avoncourt estates for vehicles approaching from the west.	Please refer to Section 4.9
NTA-C9-2852	I know from experience it is the reliability of the service is the biggest issue, and this is not always caused by buses delayed because of traffic , human behaviour, shortage of drivers, reliability of bus fleet are excuses put forward to me when i have questioned it in the past.	This comment is noted
NTA-C9-2852	As a business owner in Ballincollig the plans do nothing to benefit the thriving town and everything to jeopardise the town centre.	Please refer to Section 4.13
NTA-C9-2853	Our bus service is actually great,few more buses & it would be excellent.	This comment is noted
NTA-C9-2853	How on earth is the flow of traffic going through the carpark going to help anyone?	Please refer to Section 4.2
NTA-C9-2853	Uprooting & killing 300 trees is a criminal act,they ve taken years to mature & provide shelter for those walking beneath	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2853	trying to chop people's gardens to me is the most despicable part of all this Would you appreciate a letter into your house saying sorry,we might be taking your garden?! bet not.	Please refer to Section 4.3
NTA-C9-2854	Additionally, the revised location of the bus stop outside Coolroe Heights has moved the Westerly stop up the road where it curves to the left (this is more noticeable in person than on a plan view map) with no provision for safe passing by vehicles.	Please refer to Section 4.12
NTA-C9-2854	The elimination of these numerous turning lanes within the proposal creates a negative impact on already busy traffic flows.	Please refer to Section 4.2
NTA-C9-2854	I find the existing road network in this area, both through the Greenfield's / Coolroe Meadows estates and the main road past Coolroe Heights / SuperValu to be very safe and welcoming as a cyclist at present. The existing turning lanes and pedestrian traffic islands mean that drivers do not encroach on the existing bus lanes or attempt dangerous overtaking of cyclists	This comment is noted
NTA-C9-2854	. The elimination of these numerous turning lanes within the proposal creates a distinct hazard both for cyclists and for drivers (increased risk of being rear-ended)	Please refer to Section 4.2
NTA-C9-2855	the plans for the main street will reduce business in the village	Please refer to Section 4.13
NTA-C9-2855	the plans for the main street will congest our already busy alternative routes.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2855	the plans for the main street will take down beautiful trees which is criminal in itself	Please refer to Section 4.4
NTA-C9-2859	eliminating the Poulavone roundabout will not help the traffic. Since the roundabout was changed at the west end to lights, it is a lot more dangerous.	Please refer to Section 4.2
NTA-C9-2859	A lot of the slip roads which keep traffic moving will be eliminated and cause extra traffic congestion, eg coming from the Inniscarra Rd Our bus service at the moment is very efficient, it makes no sense to send busses into a thoroughfare like Magazine Rd. The worst part of the plan is the old fort Rd to be the main road through Ballincollig The plan to send all the traffic through a car park onto another small road bordering another 2 schools is nonsense	Please refer to Section 4.2
NTA-C9-2859	Anyone from Ballincollig who wants to cycle into the city will use the straight Rd as it is flat. There is a plan by city council for a cycle lane to join our Regional Park and the Passage greenway, in my view plenty for cyclists. Maybe more communication is needed between different groups.	Please refer to Section 4.10
NTA-C9-2868	I am writing this email regarding the Bus Connects Cork-Section E-Ballincollig to Cork out of grave concern for the right turn lane coming down past the Old Quarry apartments. On close scrutiny of the maps in the STC-E document it shows no sign of the existing right turn lane coming into the estate. My usual journey home is on the link road so as to avoid the village. If your proposal goes ahead how am I to do this if I can't turn right?	Please refer to Section 4.2
NTA-C9-2871	This plan is insane if no right turns are allowed as there are no problems at present why make some now	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2872	<p>We recognise that there may be a need to change routes. However, this will effectively make travelling by bus impossible for a large number of people with brain injuries, unless they get support to learn the new routes. If/when new routes are being launched, please build into budgets and planning, the provision of a time-limited but greatly expanded Travel Assist service in Cork Bus service. This will be vital to our clients to be able to continue to travel independently on the buses in Cork. We also request that Travel Assist’s remit be widened to include all providers of services in the Bus Connects Network. Consider the needs of all your road users who have a wide range of abilities when doing design work on the transport corridors</p>	Please refer to Section 4.10
NTA-C9-2872	<p>Safe access to public transport is not a mere convenience but is a vital part of life for more vulnerable road users, including people with disabilities, older people, children travelling independently and parents with small children. We believe the following principles are really important for you to incorporate in to your designs:</p> <p>Principle 1a: Reducing the risk of injury to a pedestrian or cyclist through a collision happening between a pedestrian and a vehicle using the cycle track.</p> <p>Principle 1b: Should such a collision happen, to minimise the potential injury to a pedestrian or cyclist.</p> <p>Ways this can be achieved:</p> <ol style="list-style-type: none"> 1. slowing down the speed of bicycles, e-bikes and e-scooters before they reach the pedestrian crossing from the bus 'island' to the pavement. 2. Designing in chicane’s before and after a bus stop refuge area ('island'). 3. Speed reducing systems (such as rumble strips) before and after the chicanes. 4. A signal-controlled crossing for pedestrians at each bus stop. This means that all pedestrians (including those with small children and those with cognitive or vision impairment) can control the crossing to request a stop light for bicycles, ebikes and e-scooters using the cycleway. <p>Principle 2: That there is a safe pavement area for pedestrians and people using wheelchairs (or other mobility aids) that is physically segregated from the cycle track. This can be achieved by employing, amongst other measures: Installing flat faced kerbs of 100 mm between the cycle track and the pedestrian pavement.</p>	Please refer to Section 4.10
NTA-C9-2872	<p>Consult with people with disabilities, and their representative organisations, in a timely, detailed and meaningful way in the next stage of the consultation. This has the potential to save you significant amounts of time and money. They have a huge amount of lived experience and knowledge that they are willing to share with you to help make a network that will work well for all. If you include the needs of people with disabilities when you design your systems, bus stops, buses, routing, signage used, footpaths etc. you will be making the network more usable and accessible to all your customers.</p>	Please refer to Section 4.14

Submission Reference	Statement	NTA Response
NTA-C9-2872	<p>We would urge the NTA to place their greatest emphasis on designing for safety, comfort, and ease of use for pedestrians because they are the most vulnerable road users. Currently we believe the infrastructure put in place for Bus Connects Dublin shows that the NTA designers and engineers, instead, give priority to the safety, comfort, and convenience of cyclists, rather than pedestrians, especially pedestrians with disabilities and those using mobility aids.</p>	Please refer to Section 4.1
NTA-C9-2875	<p>Station Road / Church View is already a nightmare and has been for many years, and there is no way a properly conducted survey of traffic in this area would have given any possible result in favour of sending more traffic from the village or from anywhere in Ballincollig this way.</p> <p>There are two schools, a church, three housing estates, the entrance / exit from a very well used car park, traffic lights at both ends, this area is a traffic nightmare as it is everyday, more especially at school times, Mass times. Entering and exiting Church View where I live is impossible at these times, not to mind if emergency services are ever needed and this plan wants to increase this traffic on this road, this cannot have been thought through.</p> <p>There is a funeral home in by the car park that is intended for use should this plan go ahead, which will mean funerals will also have to come this way, a funeral as it is blocks Station road now they want it to come through the car park and add to more traffic, it's a minefield.</p> <p>The roundabout at poulavone to be taken away and replaced with a junction absolutely not, our Tidy Towns committee have done so much work for Ballincollig and the roundabout is one such project with 2 beautiful beehives on it, and not only that a junction will again block up more traffic again backing up ye village and new road more.</p>	Please refer to Section 4.2
NTA-C9-2875	<p>They say this is all to promote cycling through the village, has any survey been done to see how many cyclists actually cycle through Ballincollig or how many cyclists cycle to school or work, I can assure you it is very very little and certainly not enough to warrant all this change to Ballincollig</p>	Please refer to Section 4.9
NTA-C9-2875	<p>Then there is the village itself, this is already being destroyed by building apartment blocks anywhere they can be fitted without thought or planning for green areas or children growing up and needing facilities. Now they want to take away our right to drive through our village park in the village, go to the shops in the village, what about our elderly who need to go to the post office, the chemist their local supermarket the butcher, what gives these people that don't know our community and our communities needs to make these changes without knowing the consequences.</p>	Please refer to Section 4.6
NTA-C9-2875	<p>What about our trees, they want to cut down our beautiful trees. I strongly object to cutting down beautiful trees that have taken years to grow just to make way for roads again lack of thought.</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2875	There is also the safety element to taken into account, the safety of a thousand children on a daily basis attending both primary schools on station road will be in real danger of being in an accident crossing a road that is going to become a main road, with not just cars but big lorries, the lollipop lady is already under pressure to keep the children safe, this is going to make her job absolutely impossible	Please refer to Section 4.1
NTA-C9-2876	There will be serious challenges to our local business.	Please refer to Section 4.13
NTA-C9-2876	<p>There will be no right turning lanes to Innishmore, Flynns Rd, Inniscarra Rd and Westend Supervalu. Can someone use a drone and explain this one to me ? How will people access supervalu?</p> <p>Rather than lessen traffic congestion the busconnects plan it will create more traffic congestion ? * Old Court, Innishmore, Old Quarter will be gridlockedand congested. *The back Rd by BeechPk, Carriganara, Muskerry est, will become gridlocked and congested. *I dread to think what this plan will do to an already congested village at peak times. Especially in the school area. Areas where busconnects want to reroute traffic too ?</p> <p>By having ballincollig one way for buses and cyclist's will only cause gridlock in ther areas ye are trying to reroute the traffic too.</p>	Please refer to Section 4.2
NTA-C9-2876	It will bring an inconvenience to residents who live along the route	This comment is noted
NTA-C9-2876	We will lose our parking on our Main St.	Please refer to Section 4.6
NTA-C9-2876	Over 300 trees are to be uprooted. Some there over 40 years. Surly this cannot be something welcomed by any organisation. Did the planners goggle what cutting down a 40 yr old tree results in. Did they even see the trees when planning? Removing those trees will increase pollution.	Please refer to Section 4.4
NTA-C9-2876	Some residents are losing gardens	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2877	<p>Station Road / Church View is already a nightmare and has been for many years, and there is no way a properly conducted survey of traffic in this area would have given any possible result in favour of sending more traffic from the village or from anywhere in Ballincollig this way.</p> <p>There are two schools, a church, three housing estates, the entrance / exit from a very well used car park, traffic lights at both ends, this area is a traffic nightmare as it is everyday, more especially at school times, Mass times. Entering and exiting Church View where I live is impossible at these times, not to mind if emergency services are ever needed and this plan wants to increase this traffic on this road, this cannot have been thought through.</p> <p>There is a funeral home in by the car park that is intended for use should this plan go ahead, which will mean funerals will also have to come this way, a funeral as it is blocks Station road now they want it to come through the car park and add to more traffic, it's a minefield.</p> <p>The roundabout at poulavone to be taken away and replaced with a junction absolutely not, our Tidy Towns committee have done so much work for Ballincollig and the roundabout is one such project with 2 beautiful beehives on it, and not only that a junction will again block up more traffic again backing up ye village and new road more.</p>	Please refer to Section 4.2
NTA-C9-2877	They say this is all to promote cycling through the village, has any survey been done to see how many cyclists actually cycle through Ballincollig or how many cyclists cycle to school or work, I can assure you it is very very little and certainly not enough to warrant all this change to Ballincollig	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.
NTA-C9-2877	There is the village itself, this is already being destroyed by building apartment blocks anywhere they can be fitted without thought or planning for green areas or children growing up and needing facilities. Now they want to take away our right to drive through our village park in the village, go to the shops in the village, what about our elderly who need to go to the post office, the chemist their local supermarket the butcher, what gives these people that don't know our community and our communities needs to make these changes without knowing the consequences.	Please refer to Section 4.13
NTA-C9-2877	There is the safety element to taken into account, the safety of a thousand children on a daily basis attending both primary schools on station road will be in real danger of being in an accident crossing a road that is going to become a main road, with not just cars but big lorries, the lollipop lady is already under pressure to keep the children safe, this is going to make her job absolutely impossible	Please refer to Section 4.1
NTA-C9-2880	Business will be strongly impacted by this plan, I fully understand and support environmental measures to tackle climate change but not at the expense of jobs, safety and our environment , for the sake of a few extra cyclists.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-2880	<p>The current design traps the residents of Church View and other estates in their homes, it is already a traffic heavy area due to school and church activities. We will be unable to leave our estates because the traffic levels will be unmanageable, school children will be in danger and trucks and larger vehicles that don't currently use this route will have no choice but to use it. Station Road is small and narrow, it does not have the capability to deal with this. I and many of my neighbours depend on access to the town for our shopping, our appointments etc, we are older and depend on our car, the plan will block our access to this. We will have to drive further to get our groceries, how is this environmentally sound?</p>	Please refer to Section 4.2
NTA-C9-2880	The idea to destroy the Poulavone roundabout is reckless in both a safety and environmental way	Please refer to Section 4.2
NTA-C9-2880	absolutely disgraceful idea of knocking trees and pulling up the work our town has created to make Ballincollig the lovely place it is today.	Please refer to Section 4.4
NTA-C9-2880	Object to removal of trees	Please refer to Section 4.4
NTA-C9-2881	I am writing to object to the proposed plans for the re-alignment of the roads in the Ballincollig area. I specifically object to the proposed elimination of right hand turns. The plan to divert traffic to the back Killumney Road is completely unacceptable as this road is already far too busy. I also object to the proposed elimination of any roundabouts.	Please refer to Section 4.2
NTA-C9-2883	As a resident and business owner of ballincollig I would strongly oppose the bus connects routes for ballincollig, it would gravely affect our business in a negative way	Please refer to Section 4.13
NTA-C9-2883	As a resident and business owner of Ballincollig I would strongly oppose the bus connects routes for Ballincollig, i feel it would cause mayhem in rush hour traffic around the town	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2885	I did not see in the proposal how the people on wheelchairs would have access to the businesses on the Main road in Ballincollig.	Please refer to Section 4.14
NTA-C9-2885	By removing parking spaces on the Main road in Ballincollig, it will have a severe impact on small and medium businesses. I see a total contradiction between the loud slogan 'sustainable growth' of businesses and destruction of businesses by changes the route, closing the town and removing parking spaces.	Please refer to Section 4.6
NTA-C9-2885	All this proposal is made for the 'environment' benefit. I would like to get a clear answer as to how the removal of a roundabout in Poulavone and replacing it with a junction will help an environment? I definitely object to this removal as I, personally, do not see any benefit.	Please refer to Section 4.2
NTA-C9-2885	By removing parking spaces on the Main road in Ballincollig, it will have a severe impact on small and medium businesses	Please refer to Section 4.6
NTA-C9-2885	Objection to removal of trees. Trees contribute to our environment by providing oxygen, improving air quality, conserving water, preserving oil and supporting wildlife. During the process of photosynthesis , trees take in carbon dioxide and produce the oxygen we breathe.	Please refer to Section 4.4
NTA-C9-2888	I am against plan Bus Connects Cork-Section E- Ballincollig to City. These plan will ruin our environment in Ballincollig. We don't need extra space for more roads! Please consider what people living in Ballincollig wish and fight for! We don't want this busconnects plan	This comment is noted
NTA-C9-2889	In map 6, the omission of the right turn lane on the main road coming from the west into the entrance to Coolroe Heights is a major mistake and could have potentially serious consequences in terms of accidents and claims against the council . The omission of this lane will force drivers behind cars turning right into Coolroe Heights into the Bus lane specially during the school rush hour traffic. Secondly in map 11 the proposed stopping of traffic west or east from the post office on main street to the junction at Harrington road is going to cause so much confusion and mayhem again during rush hour traffic forcing traffic to go around causing delays traffic congestion leading to increasing carbon emissions when that stretch of road is working quite well I doubt very much if any of the Planners who drew this plan up actually came and saw first hand on the ground the actual problems my two submissions to will cause	Please refer to Section 4.2
NTA-C9-2890	Business will suffer because of this plan.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-2890	Traffic will be backed up all over the village. With no traffic going through village means the new route will put traffic at standstill at school times.	Please refer to Section 4.2
NTA-C9-2891	I object to the Busconnects planned route for Ballincollig, the plan doesn't make sense and will cause more congestion around the town.	Please refer to Section 4.2
NTA-C9-2892	I feel sorry for the businesses in Ballincollig. It's hard enough for them at the moment without taking away all the parking in the village.	Please refer to Section 4.13
NTA-C9-2892	The roads at either side of the main street are not made for the volume of traffic you propose to direct to. When the schools come out it's very busy as it is. I can't go to work for 9.00am on Station road because the traffic is so bad. I have to start after 9.00am so I can open the gate & drive in.	Please refer to Section 4.2
NTA-C9-2892	Where are they going to park.	Please refer to Section 4.6
NTA-C9-2892	A lot of people in Ballincollig have made it a lovely place to live. I wonder who came up with these ideas. Such a pity we have to fight just to drive down the main street of where we live.	Please refer to Section 4.2
NTA-C9-2892	I cannot believe in this age of biodiversity that trees will be cut down to make way for buses.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2892	People who have lived in Ballincollig all their lives will have parts of their gardens taken away.	Please refer to Section 4.3
NTA-C9-2893	I totally disagree with your proposals for a bike lane in ballincollig, first off most of the trees will be cut down and grass verge taken away, we have Bats witch are a protected species that roost in the trees in the area you intend to change, what about the environment protecting and conservation???	Please refer to Section 4.4
NTA-C9-2893	I don't think it warrants changing our paths, grass verges and trees being removed fot the few bikes that travel to the schools and village of ballincollig.	Please refer to Section 4.4
NTA-C9-2894	<p>The plan and map shows that traffic between High Street and Harrington Street will be restricted to use by buses, taxis and cyclists.</p> <p>It is not clear why this small section of the main street will be closed to other traffic.</p> <p>It is feared that this is the beginning of closing the main street to all such traffic. This would have a damaging effect on the businesses of Ballincollig.</p>	Please refer to Section 4.13
NTA-C9-2894	<p>In the STC brochure it is claimed that it is “putting transport at the heart of the vision for Cork”.</p> <p>However, there seems to be no place for residents of Ballincollig in the heart of the vision for Cork.</p> <p>Instead we see the introduction of potential health and safety risks, removal of trees, removal of resident’s front gardens, reduction of easy access to the businesses in Ballincollig.</p>	Please refer to Section 4.4
NTA-C9-2894	We also notice that a toucan crossing is being included to increase safety of crossing the road at the bus stops. While we welcome the introduction of the crossing it would appear to be very close to the entrance to Coolroe Heights and encroaching on the existing right-turn lane.	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-2894	<p>Junction of Coolroe Heights and the Main Road</p> <p>We can see no inclusion in the map of the existing right-turn lane coming down past the Old Quarter apartments.</p> <p>It is essential that the existing right-turn lane be maintained in any future proposals. Removal of the lane would present a significant health and safety risk as all cars behind would be in the in the same lane as the car indicating right. In this scenario there is huge potential for regular traffic accidents.</p> <p>The existing right-turn lane should be maintained in these proposals as it is essential to ensure safe and easy access in and out of Coolroe Heights.</p>	Please refer to Section 4.2
NTA-C9-2895	<p>This lane is a pedestrian lane for primary school children and their parents and also the secondary school students come down the lane to Mount Mercy.</p> <p>The trees provide shelter and some degree of protection from the traffic for all these young people.</p>	Please refer to Section 4.4
NTA-C9-2895	<p>These proposed plans appear to remove many trees and most of the stone wall along our and our neighbours boundaries and I feel this will result in serious safety issues for all the young people.</p> <p>You might not be aware but in the recent past there was a very serious RTA at the entrance to the lane and only for the trees and wall there would have been some serious if not fatal injuries incurred as this happened just as all the schools were coming out.</p>	Please refer to Section 4.4
NTA-C9-2896	<p>Car parking space is critical to the running of this essential service.</p>	Please refer to Section 4.6
NTA-C9-2897	<p>A lot of businesses would have to close down as people will have no where to park with increasing traffic and it would drive people away from Ballincollig due to increased traffic.</p>	Please refer to Section 4.13
NTA-C9-2897	<p>Traffic from Ballincollig West must not be diverted to Station Road as it is already a very busy road at all times between Station Road junction and Station Cross , you get cars from village shopping centre, Bakers Road, Church View estate, Beech Park estate and the Maltings.</p> <p>Very often we have problems with heavy traffic at Station Cross with long tail backs to Beech Park estate often times and of course the road from Station Cross to the link road junction is always a busy road especially at mornings and evening work times.</p>	Please refer to Section 4.2
NTA-C9-2897	<p>When the schools close at 1:45pm and 2:45pm there is constantly long tail backs of traffic both ways for long periods of times for which I and many other neighbours have trouble getting in and out of my residence which will only get increasingly worse with these new plans.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2897	I am not sure if traffic on Station Road will be allowed turn left at the Station Road Junction (to go West), your plan shows a cycle track at the junction. This would be a ridiculous idea as it is very important that traffic can be allowed turn left as otherwise it will delays on the flow of traffic and make things more difficult for people to get from one place to another.	Please refer to Section 4.2
NTA-C9-2897	Your proposed changes to our village are most unwelcome . If your plan was to proceed our village would die. Our village was always a very special place for Ballincollig people, and has gradually improved over the years, thanks to out Co. Council, City Council now and Ballincollig Tidy Towns. I would be very grateful if you could reconsider your plans, thank you.	Please refer to Section 4.13
NTA-C9-2897	As regards the proposed plan to divert traffic (from the East) at Harrington Street through an extremely busy car park on to Bakers Road to Station Road, from a health and safety point of view this should not happen as it would be very dangerous for pedestrians and would increase car accidents due to the more traffic it would cause.	Please refer to Section 4.1
NTA-C9-2897	There is a pathway from Station Road to the girls school (Scoil Mhuire) in which the teachers and children use this path to cross over the main road to the community hall as well as St Mary and Johns church which is evidently dangerous due to the traffic.	Please refer to Section 4.1
NTA-C9-2899	I am a wheelchair user. I also use the disabled parking place near the old square to do shopping and for to attend my GP. I attend my GP regularly and it will prove a hardship not having that space available.	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2899	I am objecting to getting rid of over 60 parking places in the main ST If there is no Parking , local business will be affected badly and may close. Deliveries will not be able to deliver Goods to the Shops.	Please refer to Section 4.13
NTA-C9-2899	The Traffic is going to be gridlocked and will cause frustration and delays. No right turn into Innishmore where 3 Schools are situated. Scoil Barra, Our Lady of Good Counsel and Ballincollig Community School. No Access to Flynns Rd, Inniscarra Rd no access to West side Supevalu.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2899	Environmentally trees cut down on Carbon Emissions.	Please refer to Section 4.4
NTA-C9-2899	<p>Just wondering, why are you getting rid of 300 trees? ECOLGICALLY IT MAKES NO SENSE AT ALL THEY ARE HEALTHY TREES AND ARE TO BE UPROOTED. If you visited Ballincollig our Residents love and care for our foilage and shrubs in the Villageand the surrounding areas.</p>	Please refer to Section 4.4
NTA-C9-2900	As it stands we are struggling to get out of our own driveway on to Station Rd.	This comment is noted
NTA-C9-2900	Station rd and public Carpark will become a disaster and most if not all the businesses from bottom of station rd to harringtons rd along the main st will not be able to operate so most of if not all would be forced to close due to bus and cycle lanes in this area and no other means of transport on this section of road.	Please refer to Section 4.13
NTA-C9-2900	Sending traffic on to baker st. where they have started to build new apartments so these new tenents will jam up the area even more.	Please refer to Section 4.2
NTA-C9-2900	Also being told that the overall contract is worth 600million and not 1 persons from the NTA walked or drove through Ballincollig when coming up with this new corridor and worked off Google earth or maps which seems very unprofessional ye really need to get your act together and get this done correctly which is not the case as it stands.	Please refer to Section 4.9
NTA-C9-2900	Then the traffic is to proceed on to station rd. Where there is a community hall at that junction, where U then have after school activities and parish meetings that would run on till evening time have scoil eoin boys school,u have a pre school and scoil Mhuire from here to top of station rd (cross) the road is completly blocked with school traffic every week day morning ,lunch and evening so how do ye think that this road will be able to take another few thousand cars per day on top of what's there already which is already a busy road.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2900	Ye are looking to send traffic off main st. Up Harrington st. Through a public car park where there are loads of business with no regard to health and safety. There is no way this traffic will be able to get through there.	Please refer to Section 4.2
NTA-C9-2901	From a safety aspect there would be concerns about entering and exiting our property on Model Farm Road as we would be crossing 4 lanes	Please refer to Section 4.5
NTA-C9-2901	Is it completely necessary to have a bus lane going into a priority zone only to re emerge as a bus lane on Model Farm Road Why do we need a bus lane when there are no delays	Please refer to Section 4.10
NTA-C9-2901	Bicycle users would more than likely use Carrigrohane Road to City	Please refer to Section 4.10
NTA-C9-2901	Trees on Model Farm Road have taken 26 years to mature, we will not be in a position to replace these as stated on the plans	Please refer to Section 4.4
NTA-C9-2903	We heavily rely on passing trade and the parking located outside on the road. We have alot of elderly people who are parked directly outside so they only have a short distance to walk. The list is endless as to why we need to have traffic movement to keep our shop alive. The lower new road running behind the shopping centre has 80% less traffic and would suit alot better for the bus connect as the towns main street would still be able to function as usual keeping business flowing.	Please refer to Section 4.2
NTA-C9-2903	It didn't work for our Citys main Patrick Street and it definitely won't be positive for Balincollig in any sense. I speak to a huge number of people in work every day and not one person supports the plan.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-2904	Disturbance into the future due to the traffic being closer to our home. Vibrations from all traffic will affect our home In the future. We will be unable to open windows because traffic noise being closer to our home. Stress/worry because traffic will be too close to our home.	Please refer to Section 4.3
NTA-C9-2904	Disturbance during construction.	A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the 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 its assessment of the scheme.
NTA-C9-2904	Loss of land will leave us with nowhere to park. Visitors to our home will have nowhere to park near our home.	Please refer to Section 4.3
NTA-C9-2904	Devaluation of our home will happen.	Please refer to Section 4.8
NTA-C9-2904	Traffic speed will increase and risk of an accident will rise.	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-2907	Theres no bus route to Cork University Hospital (CUH).	Please refer to Section 4.10 and 4.12
NTA-C9-2907	The loss of jobs and businesses.	Please refer to Section 4.13
NTA-C9-2907	The design that has been presented show a lot of difficulties for business deliveries, the vulnerable as well as emergency services. Trade workers won't be able to park outside the premises they would be working in.	Please refer to Section 4.6
NTA-C9-2907	The road running through Coolroe Meadows and Greenfields works so well why change it? Why can't the cycle lanes be put up on the grass verge next to the footpaths and realistically drivers give right of way to cyclists on roundabouts, Why fix what's not broken?	Please refer to Section 4.10
NTA-C9-2907	Loss of roundabouts and filter lanes.	Please refer to Section 4.2
NTA-C9-2907	The Bus gate which will reroute traffic through a carpark, and busy roads surrounded by schools, churches, housing estates, which in turn could cause danger to people and pollution.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2907	The mental health as well as physical health of people will be effected: Isolation, ie- family from out of town won't be able to visit relations as they will have no where to park.	Please refer to Section 4.17
NTA-C9-2907	Loss of parking in the town including disabled parking spaces	Please refer to Section 4.6. it is noted that where disabled parking is currently provided, this will be retained in its current location or immediately nearby.
NTA-C9-2907	The loss of value to homes.	Please refer to Section 4.8
NTA-C9-2907	The loss trees and habitat for animals.	Please refer to Section 4.4
NTA-C9-2907	The compulsory purchase of peoples private property.	Please refer to Section 4.3
NTA-C9-2909	Your plan which removes parking in the town centre and at different points of the route will have a detrimental impact on business owners. Both the main town centre and the West Village will become no-go zones with business and customers being diverted from small local (Irish) enterprises to the multi-national shopping centres and chains.	Please refer to Section 4.6
NTA-C9-2909	The removal of the right turning lanes such as onto Flynn's Road, onto Inishmore and into Coolroe Heights are major flaws. This will result in a huge volume of traffic being rerouted to the Kilumney Road which is an already very narrow and dangerous back road.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2909	<p>The creation of a new junction at this spot is illogical.</p> <p>This is a busy roundabout used by many commuters as access to the Link Road and Carrigrohane Road. There is genuinely no issue with this roundabout - traffic flows very seamlessly here.</p> <p>Replacing the roundabout with a junction that incorporates stop start right turn lanes will lead to a massive back up of traffic turning right onto the Link Road and also onto Carrigrohane.</p>	Please refer to Section 4.2
NTA-C9-2909	<p>This road already accommodates general traffic, buses and cyclists (with designated lanes) without any significant delays or issues.</p> <p>Many of the suggestions of the plan will lead to massive traffic congestion (on both the main and dangerous back roads) and ironically will actually have significant negative environmental impacts.</p>	Please refer to Section 4.2
NTA-C9-2909	<p>The plan proposed by you is certainly worse than what already exists in the area. It will devalue homes, businesses and lives in our community and I urge you to reconsider forcing these needless measures on our home.</p>	Please refer to Section 4.8
NTA-C9-2909	<p>There has been such little consultation with the residents and business owners of Ballincollig, who are the main stakeholders and have invested heavily in the area.</p>	Please refer to Section 4.9
NTA-C9-2909	<p>Diverting the traffic to Kilmoney Road will inevitably cause huge traffic congestion and many accidents on this road.</p>	Please refer to Section 4.2
NTA-C9-2909	<p>Exiting from my estate and private houses onto this back road is already treacherous with blind spots and turns, but will be made impossibly hazardous with the traffic that will inevitably be forced to take this route under your plans.</p>	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2910	The removal of a traffic route through Ballincollig village will divert traffic to the other two routes around the village and thus have a negative effect on motorists and householders alike.	Please refer to Section 4.2
NTA-C9-2910	Access to Ballincollig village is afforded by the excellent range of central parking provided. Removing this access will be detrimental to the lives of many and to the businesses affected.	Please refer to Section 4.6
NTA-C9-2910	The loss of the trees along the proposed route is not only shocking because of their importance to the environment but also a very poor example of pursuing a green agenda.	Please refer to Section 4.4
NTA-C9-2911	I object to the new bus connect route for ballincollig	This comment is noted
NTA-C9-2912	I object to the new bus connect route for ballincollig	This comment is noted
NTA-C9-2914	The current proposals spell disaster for future trade in the Main Street, by removing virtually all the parking spaces and forcing car traffic so far away from the Main Street that people will bypass the town completely. We are a thriving town center but this proposal would be disastrous for business.	Please refer to Section 4.13
NTA-C9-2914	Objection to the diversion of traffic from the Main Street in Ballincollig	Please refer to Section 4.2
NTA-C9-2914	Objection to the removal of parking from Ballincollig Main Street	Please refer to Section 4.6
NTA-C9-2915	Gradnmother goes to Ballincollig for her shopping and her pension. How is she supposed to access anything in Ballincollig by relying on her car if it is bus only?	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2915	My grandmother lives in the countryside of ovens where she has no access to public transport.	This comment is noted
NTA-C9-2916	<p>A suggestion would be to limit car usage at peaks times in order to encourage solely sustainable modes of mobility patterns, and facilitate ease of movement for buses, or create a one-way system, such as that proposed for the Douglas Road with regards to the Bus Connects proposal. Complete the North Ring Road, significantly reducing traffic emanating from the south side and southern hinterlands of Cork accessing the North-side and major sites of employment such as Apple, via the Model Farm Road and the Wilton Road.</p> <p>Having recently visited Vittoria-Gasteiz in Northern Spain, a two-way, narrow-gauge, quiet, light rail/electric tram system along a sustainable, grass and track corridor with a platform either side, takes no more than two lanes of traffic (6 metres) and would be preferential and more attractive</p> <p>Car-usage for students in our residential area and the environs of U.C.C., unless absolutely necessary due to students having special needs, should be banned.</p>	Please refer to Section 4.10
NTA-C9-2916	<p>In an increasingly pedestrianised city centre with limited and already maximised parking, there is no viable capacity for increased traffic into the city. City centre car usage should be restricted to local access only.</p> <p>The completion of the ring road, could divert the traffic going from the link down Wilton, Model Farm and Victoria Roads, over the bridge and through part of Sundays Well up to Apple and other city locations. The misdirection of traffic through a busy, residential and academic area, causes considerable congestion and pollution, and could potentially be avoided.</p>	Please refer to Section 4.2
NTA-C9-2916	<p>Heritage houses and their foundations may be adversely affected by proposed works.</p> <p>A widening of the roads meeting at Dennehy's Cross will have a negative impact on the character of the junction.</p>	This comment is noted
NTA-C9-2916	While we accept the necessity of the provision of bicycle lanes to encourage safe, sustainable modes of mobility, the proposed 2 metre width of the bicycle lanes could be reduced to a width of 1 metre, as occurs on many other roads in the area such as along Clashduv Road, and Rossa Avenue.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2916	<p>Object on the grounds of the negative impact of increased noise, air and vibrational impact. Proposals are facilitate more traffic coming into the city, and approximately 5 metres closer to my house, especially given that the bus route is a 24 hour bus route.</p> <p>The proposed removal of 2.12 metres deep and 5 metres high of mature planting from my front garden will severely increase noise, vibrational and air and dust pollution</p>	Please refer to Section 4.11
NTA-C9-2916	<p>All pneumatic tools operating in a residential area should be fitted with an effective silencer on their exhaust port and any works done should be carried out during civilised hours (8am to 6.30pm weekdays and 10am to 4pm Saturdays). Residents must be considered during construction works.</p>	<p>A construction management plan, including mitigation proposals where appropriate, will be prepared as part of the EIA process which will be carried out by the NTA during the preparation of a planning application for the scheme. This will include details on intended hours of work. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.</p>
NTA-C9-2916	<p>The Bus Connects proposal is, in effect, reducing my parking down to two spaces from a potential of three with a van and necessary turning in my driveway will be severely impeded. This is a busy area with no on street parking, and therefore, no possibility of alternative parking. Parking is required for residents, visitors. deliveries and tradespeople.</p>	Please refer to Section 4.6
NTA-C9-2916	<p>The proposed removal of 2.12 metres deep and 5 metres high of mature planting from my front garden will devalue my property,</p>	Please refer to Section 4.8
NTA-C9-2916	<p>An addition of increased park 'n' rides located in a ring around Cork City with incentivised free parking and cheap bus travel, would further encourage the use of sustainable patterns of mobility, for those commuting to Cork City.</p> <p>Faciliatate more park 'n' rides for third level students in U.C.C and C.I.T. This would further ease traffic congestion and reduce the amount of cars along the distributer roads into the city.</p> <p>Increased park and rides on the Straight Road, on Western Road by the church, in the wasteland adjacent to the E.S.B. offices near Wilton Shopping Centre.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2916	As someone who has wheeled pushchairs to school while walking numerous children along the Model Farm Road footpath, the existing footpath width is ample, negating the need to widen it, especially if a 1 metre bicycle lane is introduced reducing the need for cyclists to hop up onto the footpath.	This comment is noted
NTA-C9-2916	There are other cheaper opportunities for widening the road on the opposite side from Dennehy's Cross where a dilapidated warehouse exists, and further down the Model Farm Road by the Centre for Agriculture or by some of the large scale business sites, or on the opposite side of the road in that derelict, former car showrooms, instead of the houses negatively affected along the northern side of the Model Farm Road between Dennehy's Cross and Bishopstown Park.	Please refer to Section 4.3
NTA-C9-2916	Objection to the potential compulsory purchase of significant portions of residents' front gardens as shown in Map 27. Objection to the proposed removal of 2.12 metres deep and 5 metres high of mature planting from my front garden	Please refer to Section 4.3
NTA-C9-2916	Loss of privacy will occur if buses pass closer to my house, especially in the case of coaches and double-decker buses	Please refer to Section 4.3
NTA-C9-2916	My house is 100+ years old and little altered, and any increase of vibrational pollution will undermine the foundations and cause cracks in my property, The bedrock is a mix of limestone and mudstone and the existence of underground caverns and channels could result in subsidence and sink holes. Already, my house insurance quotes have significantly increased since the announcement of the Bus Connects proposed works in the area	Please refer to Section 4.8
NTA-C9-2916	No air pollution impact study appears to have been done in regards to this residential area.	Please refer to Section 4.9
NTA-C9-2922	Objection to proposals that may impact the right hand turn at the end of Coolroe Heights hill. We would ask that access to and from Coolroe Heights remains the same. We do not want the right lane removed whilst having the option to turn right as this could prove dangerous. It may lead to a build up of cars behind as one approaches the bottom of the hill. We do not want a full white line as cars approaching from the west who used the link road to avoid the town centre will not be able to turn right up onto the hill.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2924	Concerns that proposals will restrict access for patients, customers, delivery personnel and staff by removing parking and diverting traffic. It will most likely affect property/business valuation in the town. What compensation is proposed to affected businesses?	Please refer to Section 4.13
NTA-C9-2924	Proposals will most likely affect property/business valuation in the town. All properties who are subject to CPO orders along the route will also devalue.	Please refer to Section 4.8
NTA-C9-2924	The plan is leaving little opportunity for public objections and most importantly, final decision is being taken out of local authority's hands. Bord Pleanalla will rule over our future	Please refer to Section 4.9
NTA-C9-2926	Concerns that proposals will restrict access for patients, customers, delivery personnel and staff by removing parking and diverting traffic. It will most likely affect property/business valuation in the town. What compensation is proposed to affected businesses?	Please refer to Section 4.13
NTA-C9-2926	Proposals will most likely affect property/business valuation in the town. All properties who are subject to CPO orders along the route will also devalue.	Please refer to Section 4.8
NTA-C9-2926	The plan is leaving little opportunity for public objections and most importantly, final decision is being taken out of local authority's hands. Bord Pleanalla will rule over our future	Please refer to Section 4.9
NTA-C9-2928	The map shows no sign of the existing right-turn lane up to the Willowgrove estate from the main road, the potential for regular accidents is increased as all cars will be in the same as car indicating right. I also object to a full white line installed and turning right is not permitted, it raises the question of how cars coming from the west which have more than likely used the link road to avoid the village and thus reduced congestion can enter the estate from the West. The possibility of turning right being disallowed/illegal is also a concern and I would oppose this too.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2929	Objection to proposals on the grounds that they will negatively impact business' in Ballincollig town	Please refer to Section 4.13
NTA-C9-2929	Objection to proposals on the grounds that they will negatively impact the community of Ballincollig town	Please refer to Section 4.13
NTA-C9-2929	It has taken a long time to come to peoples attention The closing date for submission is today CCC planning department have been circumnavigated, leaving very little room for residents and businesses along the route and in the town to object The 'available' information on the website is poor and merely lists the proposed routes citywide When prompted to access the overall plan, the site is unavailable. I am therefore using this email address to submit my objections Ruthless CPO's have also been received (only recently for some), which have been absolutely shocking for all residents to assimilate and understand	Please refer to Section 4.9
NTA-C9-2932	-Use the Old Fort Road (which I understand was built to act as a relief road)to act as the bus corridor. This would also help the uptake of people using the bus as it would provide a bus service closer to the Old Quarter area which has expanded recently. Provide a bus service on the south side of the town ie along the Back Road as it is known locally – Link Road, Carriganarra Road, Castle Road and Greenfields Road. This route could then go through Greenfields/ Coolroe Meadows.	Please refer to Section 4.10
NTA-C9-2932	This will impact the local business to do well because people won't be able get down the city centre.	Please refer to Section 4.13
NTA-C9-2933	This entrance is narrow and just to the west of the junction. This means that vehicles wishing to enter the property, and which are coming from Dennehy's Cross at present need to go around the roundabout and return so as to enter head on.	Please refer to Section 4.5
NTA-C9-2933	We strongly object to this proposal which will hugely inconvenience both the residents of the area and those accessing institutions such as the Bon Secours Hospital and UCC. This is a very busy road at present. The proposals will divert traffic on to Magazine Road, which is narrow and cannot easily accommodate two way traffic, and to Glasheen Road which is already very busy and congested at its eastern end.	Please refer to Section 4.2
NTA-C9-2933	Overall the proposals for the Sustainable Transport Corridors will result in the loss of many historic walls and streetscapes, as well as removing trees, hedges etc. which have already been much reduced in recent years. Nature is 2 the big loser with more hard surfaces and increased runoff of polluted water to existing watercourses which are already in a bad state.	Please refer to Section 4.4
NTA-C9-2934	Now not only are they looking to put an active bus route through the estate they are also looking at removing the main traffic calming measure in place (roundabout, public crossing) and also including cycle lanes through the estate.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2934	If both of these plans are implemented with joint consultation then it will not only destroy our beautiful estate, reduce our property valuation it will also lead to a serious accident as previous mentioned above.	Please refer to Section 4.8
NTA-C9-2934	Anyone living in the estate will tell you the only people cycling through the estate are young family who have plenty of room on the large paths to cycle (I am one of these families and would not let me kids cycle on the road). The removal of these traffic calming measures will only leads to vehicles travelling faster through our estate and it will lead to a serious pedestrian accident in the future.	Please refer to Section 4.1
NTA-C9-2935	I object to the ballincollig bus connect route	This comment is noted
NTA-C9-2936	The current proposal would make it impossible to safely access our home. This will be a major issue for me.This would also have a significant impact on the potential sale of our home especially to any persons with a disability or limited mobility.	Please refer to Section 4.5
NTA-C9-2936	Due to the removal of the trees and with the increased proximity of the traffic to our home not only will we be subjected to increased noise and light pollution but also increased emissions. The Model Farm Road is currently a very attractive leafy suburban road with mature trees along the route from Ballincollig to Dennehy's cross and the current proposal would destroy this unique city street scape.	Please refer to Section 4.4
NTA-C9-2936	While the proposal mentions financial compensation through compulsory purchase orders we do not think this proposal has taken into consideration the significant emotional trauma on the people whose homes are being so negatively affected. This is now a constant source of worry not just for us but also for our children, parents and extended community.	Please refer to Section 4.13
NTA-C9-2936	For all of the reasons cited above loss of access, loss of amenity, increased pollution, ecological damage this proposal has a devastating impact on the value of our property. Even the current situation and proposal has resulted in an immediate negative impact on our property's value as the uncertainty relating to Bus Connects makes our home unsaleable.	Please refer to Section 4.8
NTA-C9-2936	We are very concerned not only by the loss of our trees and mature hedging but from an assessment of the plans there is a gross under representation of the number of trees to be removed along the whole route.	Please refer to Section 4.4
NTA-C9-2936	Also we are not convinced that the traffic issue will actually be addressed as there is no mention of park and rides and other amenities especially for the MTU students/staff which cause so much of the congestion.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2936	We would also like to point out that despite us attending the two public forums and us registering for an individual one to one meeting in relation to Bus Connects we were never contacted.	Please refer to Section 4.9
NTA-C9-2936	Another concern relating to safety is that currently we are crossing a footpath to enter and exit our home and the current proposal adds a high speed bus lane, cycle lane and footpath which will make it extremely dangerous.	Please refer to Section 4.1
NTA-C9-2941	it impossible for vehicles to enter our property and disabled access to our property.	Please refer to Section 4.5
NTA-C9-2941	We consider that the solution to the problem is to move the road widening further east to the open field where it would have minimal affect on residential properties and 2 will have no affect on the operation of the proposed bus corridors.	Please refer to Section 4.3
NTA-C9-2941	also it would severely add to noise pollution as noise pollution is quite severe at present .	Please refer to Section 4.11
NTA-C9-2941	We would also like to point out that our property has been significantly devalued by the proposal and it has effectively rendered it unsaleable for the foreseeable future.	Please refer to Section 4.8
NTA-C9-2946	Many of the walls along the Model Farm Road were built in the 1850s at the time of the establishment of the Model Farm, while some dry stone walls as field boundaries are also extant.	Please refer to Section 4.3
NTA-C9-2946	What benefit would increasing the cycle lanes be to these users of the Model Farm Road? The cycle lanes are currently under-utilised.	Dedicated cycle facilities are currently piecemeal along the corridor. Continuous, safe, segregated facilities will attract more users to the corridor.
NTA-C9-2946	There are numerous mature trees along the proposed route, some of which are there since the establishment of the Model Farm itself in 1859, as well as some remaining hedgerows. A variety of birds and other species are associated with these trees, including swifts in the area during summer (feeding on insects associated with the vegetation); bats are also regularly sighted in the evenings (they also roost in trees, while also feeding on insects which in turn feed on the trees), while frogs are present in the area.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2946	What type of democracy is it that we respectfully pay our taxes to and adhere to its laws and norms, if it then uses our taxes to destroy the very habitat that we cherish, while excluding the individual from participatory dialogue?	This comment is noted
NTA-C9-2947	The traffic in Ballincollig has bottlenecks at school times and these will only be made worse by these plans.	Please refer to Section 4.2
NTA-C9-2947	There has been no consideration given to the elderly or disabled in this scheme.	Please refer to Section 4.14
NTA-C9-2948	Many residents like ourselves are deeply concerned about the potential for even more accidents and injury to motorists, cyclists and pedestrians when having to cross the new bus and cycle lanes in order to gain access to the main vehicular carriageway.	Please refer to Section 4.5
NTA-C9-2948	More Park and Ride locations with regular shuttles from the Ballincollig / Bandon Rd. and Blackpool on the North directly to key sites - Hospitals / Colleges etc. There are several locations where feeder roads could be built across green fields linking the Carrigrohane Rd. with the M.F.R. such as continuing straight on at the Rossa Avenue/ M.F.R. junction to provide a new corridor direct into MTU which could do much of the heavy lifting with direct services from both the City & Ballincollig.	Please refer to Section 4.10
NTA-C9-2948	The senseless removal of so many beautiful trees on the route, many of which have stood proud for generations, the impact this will have on the local environment and air quality. The animal and wildlife habitats which will be disrupted and displaced.	Please refer to Section 4.4
NTA-C9-2948	These are old residential areas with little or no scope to accommodate the nature of development proposed. Simply shoehorning it in won't work and will have a devastating effect on the community.	This comment is noted
NTA-C9-2948	-General Congestion & Traffic Volumes There is an urgent need to reduce the volume of passing traffic, introduce some kind of congestion charge / permit or control & give priority to residents and those attending schools and hospitals or with business in the area. This poses a threat for the safety of our young children, the security and privacy of our property & will introduce even further noise pollution which is completely unacceptable.	Please refer to Section 4.1
NTA-C9-2949	Our primary concern is accessing the street and are house.	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2949	Alternative plans of a park and ride to service MTU should be explored as should a dedicated drop off/set down zone for Mount Mercy.	Please refer to Section 4.10
NTA-C9-2949	The buses that pass us are half full at best (our neighbourhood association will be gathering data on bus capacity shortly). Smaller more frequent buses may be beneficial rather than bus lanes for vacant double deckers.	Please refer to Section 4.10
NTA-C9-2949	Widening the road to include 2 dedicated bus lanes, car lanes and cycle lanes will make leaving our driveway a potentially treacherous event, especially if we have to cross the sidewalk, a cycle lane, a bus lane and a car lane every time we leave. We have 2 young children and one has special needs so safety is our primary concern. Like most young family's, we are constantly on the go from activities to appointments.	Please refer to Section 4.5
NTA-C9-2951	Objection due to the hugh negative impact it would have on wildlife and biodiversity in general	Please refer to Section 4.11
NTA-C9-2951	Objection dur to the Hugh negative impact on the Model Farm Road community.	This comment is noted
NTA-C9-2951	Would cause major and dangerous problems for traffic trying to exit from Cul De Sacs along Model Farm Road, Eg - Woodlawn, Avondale, Kinlock Court, Cherry Grove, Wyndwood, Regency Close, Birchley, Hilton, Rossbrook, Reldare, to mention just a few. There would possibly be a big increase in the Road Traffic Accident rate along Model Farm Road, as a result of the proposed bus and cycle lanes.	Please refer to Section 4.1
NTA-C9-2952	It will seriously discommode elderly and disabled persons access to the pharmacies, medical surgeries and various services on main street.	This comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-2952	It is suggested the roundabout at Poulavane will be replaced with a junction. We have experienced this previously with the West Village roundabout that has caused increased traffic congestion since.	Please refer to Section 4.2
NTA-C9-2952	Changing bus route via Magazine Rd is also not an efficient solution and less direct route for bus journeys into Cork city.	This comment is noted
NTA-C9-2952	This traffic re-routing and the removal of all parking spaces cuts off direct access to a large part of the town and will have an unfavourable effect on trade and damage any future growth for existing businesses and attractiveness for new businesses opening here	Please refer to Section 4.13
NTA-C9-2952	It is a narrow road and the proposal to divert traffic away from the main street via Harrington st – the carpark – Baker st to Station rd is nonsensical. When travelling east, the proposal is to divert traffic to high st and via Old Fort Road. This is a residential area and this road was never designed to be a primary route	Please refer to Section 4.2
NTA-C9-2952	Increasing traffic on main routes to church and schools is creating a public safety risk	This comment is noted
NTA-C9-2953	It will seriously discommode elderly and disabled persons access to the pharmacies, medical surgeries and various services on main street.	Please refer to Section 4.2
NTA-C9-2953	It is suggested the roundabout at Poulavane will be replaced with a junction. We have experienced this previously with the West Village roundabout that has caused increased traffic congestion since.	Please refer to Section 4.2

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NTA-C9-2953	Increasing traffic on main routes to church and schools is creating a public safety risk	This comment is noted
NTA-C9-2954	Rather than changing the character of the area, can the option of making College Road a one way system (in bound) be explored Coupled with Western Road and an outbound route, it would form a natural loop from Dennehy's Cross to Donovan's Road inbound and Western Road to Victoria Road outbound. Improved access the the University Campus and Bons Secours campuses from Western Road in recent years would facilitate this also.	Please refer to Section 4.10
NTA-C9-2954	MTU, CUH, UCC to City Centre is one of the busiest thorough fares in the City. Any modifications to College Road from Dennehy's Cross to UCC and the City Centre should most definitely include bi-directional cycle lanes that continue directly from Dennehy's to UCC rather than turning right down Victoria Road	Please refer to Section 4.10
NTA-C9-2954	on street resident parking on College Road between 8:30 and 5:30 becomes impossible with the influx of public demand from students commuting to the University One now may have to walk anything up to 400 meters after finally finding a space during the day.	Please refer to Section 4.6
NTA-C9-2954	CMATS needs to work with local institutions to provide better public transport solutions such as park and ride options to reduce the pressure in the area	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2954	The footpath width on College Road, in particular the western/northern side (left side) from Dennehy's Cross to Donovan's road is grossly in adequate and needs to be at least of 2 meters if not ideally closer to 2.5 or 3 meters in width for the full distance	Please refer to Section 4.1
NTA-C9-2954	My property has been identified as one of those where CPO may be needed Space is at a premium in our front garden and losing any will severely impact our lives in the future as it means we won't be able to create a parking space for charging when transitioning to an electric car.	Please refer to Section 4.3
NTA-C9-2956	Chapel Gate Cafe is used by many retired people, some have mobility issues and need to be dropped off at the door.	This comment is noted
NTA-C9-2956	If the traffic is diverted from Main Street Ballincollig through our Car Park it will cause major gridlock to an already congested area with vehicles, people and children constantly on the move	Please refer to Section 4.2
NTA-C9-2956	If the traffic is diverted from Main Street Ballincollig through our Car Park it will cause major gridlock to an already congested area with vehicles, people and children constantly on the move	Please refer to Section 4.2
NTA-C9-2956	The Car Park at Chapel Gate Cafè is full to capacity most hours of the day, with cars on the move seeking to park . This causes major congestion causing the Car Park to be totally gridlocked.	Please refer to Section 4.2
NTA-C9-2956	Our Coffee Shop is situated on the corner at the upper side of the car park adjacent to Scoil Eoin N.S. There is access to Scoil Eoin from the car park via a pedestrian crossing beside the coffee shop. Traffic has to yield to pedestrians using this on an ongoing basis.	This comment is noted
NTA-C9-2956	If the traffic is diverted from Main Street Ballincollig through our Car Park it will cause major gridlock to an already congested area with vehicles, people and children constantly on the move and it would be a major Health and Safety Issue. Emergency Services would have great difficulty gaining access.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2957	My suggestion is that the cycle path proposed for the Ballincollig to city centre should go via the Carrigrohane Straight instead of the Model Farm Road. Much of the required off-road pathways are already there, and it could connect quite easily to Fitzgerald Park and to the Regional Park. The side roads (e.g. Inchigaggin Lane) could connect cyclists from the Model Farm Road side to the Carrigrohane Straight	Please refer to Section 4.10
NTA-C9-2957	If lighting is a problem at night, maybe the cyclists could tap their bank card/Google Wallet against a machine to light up the relevant sections at off-peak times, e.g. during the night, so as to avoid electricity waste?	This comment is noted
NTA-C9-2959	The environmental impact would be significant.	Please refer to Section 4.11
NTA-C9-2959	I raised concern about the potential impacts on the property arising from the extent of the proposed land take on College Road There is significant vegetation/landscaping along the entire of the inside of the site. Loss of any portion of this amenity which has been built up during the last forty years would be a major concern.	Please refer to Section 4.3
NTA-C9-2959	The property is close to the roadway and has an adjoining footpath along the College Road boundary and any proposal that would reduce the distance from pedestrian and vehicular traffic would be a major concern.	Please refer to Section 4.1
NTA-C9-2959	a traffic survey should be conducted to establish the pattern and volume of pedestrian traffic on both sides of the road, and the volume of vehicular traffic using College Road.	Please refer to Section 4.9
NTA-C9-2969	Residents currently have difficulty exiting properties, we will now be entering a bigger road across a footpath, cycle lane, bus lane and carriage way. What measures are going to be put in place to ensure our safety when entering and exiting our properties on the Model Farm Road	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2969	<p>Direct access to MTU from the N40 via the Greyhound track was part of the 2011 Masterplan for the Cork Innovation Park.</p> <p>This would remove the largest portion of congestion from the road, allowing other traffic, including buses, to move freely without the massive proposed changes.</p>	Please refer to Section 4.10
NTA-C9-2969	<p>The current bus service is poor, particularly at peak times. It would have been an excellent idea, and considerably better value, to start with putting taxpayers' money into improving the existing bus service and price structure.</p> <p>We believe a better route to move the population of Ballincollig by bus would be via the existing main roads of the N22 towards the city - which currently carries the 220x - and the N40 towards MTU.</p> <p>With a local service of smaller buses more regularly along the Model Farm Road, this would meet the commuting requirements of the population better.</p>	Please refer to Section 4.10
NTA-C9-2969	<p>how does a street cleaning truck clean the bike lanes, keeping them free of debris?</p> <p>bike lanes and footpaths should be separated from carriageways, instead of being extensions of the car/bus lanes. Ie The east and westbound cycle lanes should be next to each other, and next to the footpaths, instead of being separated by lanes of traffic.</p>	Maintenance of cycle tracks will be a matter for the local authority. Where practicable, segregated cycle facilities are being provided along the length
NTA-C9-2969	<p>Our stretch of the Model Farm Road has no access to mains sewers; the drainage on the road is poor; regular flooding occurs to entrances at the bottom of the slope.</p> <p>This is a hazard to traffic as well as an inconvenience to residents.</p> <p>Whatever the scope of upgrade works decided, more thought needs to go into the scope of these works and all service providers should be involved while the roads are dug up.</p>	This comment is noted
NTA-C9-2969	<p>In some cases the CPO will be significant, bringing traffic almost to the boundaries of houses and lead to significant loss in value of our properties.</p>	Please refer to Section 4.3
NTA-C9-2969	<p>This whole plan is to make Cork a Climate Neutral city by 2030.</p> <p>A total oxymoron considering the amount of beautiful mature trees that are being felled on every route to facilitate this.</p> <p>The NTA have miscalculated the amount of trees being felled (out in some instances by a factor of 10)</p>	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-2969	In the immediate term we would like speed limit detectors and extra larger speed limit signs on Model Farm road whether this plan goes ahead or not.	This comment is noted
NTA-C9-2969	<p>In the meetings we have had with representatives of the NTA, we were informed that Park and Rides were not part of the current plan. They have been added very misleadingly as a key selling part of their booklet (P8).</p> <p>We see that the Cork City Development Plan 22/28 includes new Park and Rides dotted around the city, including Ballincollig. It doesn't seem like there is any communication between Cork City Council and the NTA.</p>	Please refer to Section 4.10
NTA-C9-2969	<p>The footpaths (where they exist) along the Model Farm Road are for the most part in dire condition. Where they exist at all, they are too narrow in parts to push a buggy, and necessitate walking in single file for the majority. Why do all new footpaths have to be 2 metres wide? What is wrong with a 1.5 metre footpath?</p>	Please refer to Section 4.1
NTA-C9-495	<p>Dear Sir / Madam, I have a strenuous objection to make regarding proposed road widening on the main street of [personal information redacted] outside my home at eircode [personal information redacted].</p> <p>The plans in the Bus Connects information booklet issued show a huge impact to my property to allow for a short section of bus route on the northern side of the road which comes to a halt after approximately 100 meters after the junction at Leo Murphy road and stops outside the secondary school Choliste Cholim, for such a short bus lane it will cause major impacts to the neighbourhood at that area and discommode the residents.</p>	Please refer to Section 4.3

Appendix B

Responses to Submissions Common to Multiple STC's

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Submission Reference	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.

Submission Reference	Statement	NTA Response
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.
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 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>
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.

Submission Reference	Statement	NTA Response
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 separate project to this scheme.
NTA-C9-71	<p>Your documents are not accessible to those with disabilities</p> <p>Even at 200 % zoom the photograph is pixilated and impossible to recognise.</p> <p>Public with a visual impairment are prevented from fully understanding the document</p> <p>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.</p> <p>Also impossible to access on a smart device as the zoom does now work well and it starts to re-load over and over again.</p> <p>No mention that part of the Douglas Road is one way to general traffic, again this makes the document inaccessible to the general public.</p> <p>What is filtered permeability, again using terminology which is not commonly understood is something which makes the document inaccessible to the general public.</p>	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 is possible.
NTA-C9-126	<p>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.</p> <p>Is bus going to continue and is it possible to upgrade this bus as part of the overall project?</p>	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 to result in more public transport, walking and cycling trips

Submission Reference	Statement	NTA Response
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.

Submission Reference	Statement	NTA Response
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.
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 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>
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-resolution/cpo/.</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.</p> <p>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>	<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>

Submission Reference	Statement	NTA Response
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	<p>In general huge support for any improvement to public transport and infrastructure to the cit</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-C9-243	<p>It is not a people centred design proposal and consultation at this stage is way too late</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>

Submission Reference	Statement	NTA Response
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 bus 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.

Submission Reference	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? 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 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>
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. 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. At this time of year many people are away and the schools are closed. That only leaves the month of September to organise. 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): *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>	<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>

Submission Reference	Statement	NTA Response
NTA-C9-280	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.	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-C9-281	They just got booklet of maps which was not individualised to them and discovered the huge implications for their family after reviewing it	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.

Submission Reference	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 further public information event will be held.
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 further public information event will be held.

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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 further public information event will be held.
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.

Submission Reference	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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 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>	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-C9-317	<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? 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 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>	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.

Submission Reference	Statement	NTA Response
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.
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.

Submission Reference	Statement	NTA Response
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	<p>All cycle lanes in the city to be painted the SAME colour and should NEVER be the same colour as the road beside it.</p> <p>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.</p> <p>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.</p> <p>Example there is a pothole on Washington Street cycle lane that you need to swerve to the right onto bus traffic .</p> <p>There needs to be a DEDICATED cycle hotspot on the Council website to allow us to report these issues across the city.</p>	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-343	<p>I support more bus lanes - even if that means less space for cars. There is no other way to deal with climate change.</p> <p>every bus or cycle trip means less money is spent importing fuel from abroad; this money can then be spent in the local economy</p> <p>please don't forget about the people in rural areas</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.
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.	<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-resolution/cpo/.</p>
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	<p>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.</p> <p>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.</p> <p>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.</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.

Submission Reference	Statement	NTA Response
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
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 1 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.

Submission Reference	Statement	NTA Response
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	<p>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</p> <p>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.</p>	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 further public information event will be held.
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.
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

Submission Reference	Statement	NTA Response
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 is possible.
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 further public information event will be held.
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.

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</p>
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	<p>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.</p> <p>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.</p>	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	<p>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.</p> <p>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.</p> <p>Adding a stop at Ballymah pitch/Heather field and OSheas would be immense for the people in the area</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-C9-383	<p>I still don't see links in areas that are not connected.</p> <p>For example Curraheen cycleway to Ballincollig/safe cycle to Bishopstown.? Waterfall /Ballymah to Bishopstown?</p> <p>These would greatly connect people on an active transport for people who are not connected. Who then could avail of services.</p>	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

Submission Reference	Statement	NTA Response
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 further public information event will be held.
NTA-C9-388	<p>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).</p> <p>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</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-C9-394	<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?</p> <p>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?</p> <p>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>	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.

Submission Reference	Statement	NTA Response
NTA-C9-395	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.	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-C9-398	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.	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-C9-409	What about all the elderly living along these roads who need easy access to their houses	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.
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	It is intended that cycling facilities are continuous.
NTA-C9-409	What about all the elderly living along these roads who need easy access to their houses be it with cars parking outside	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.

Submission Reference	Statement	NTA Response
NTA-C9-409	leave the trees alone	<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>
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-resolution/cpo/.</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.

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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 removed will be replaced as part of the project.</p>

Submission Reference	Statement	NTA Response
NTA-C9-431	Do not consent to this preposterous plan that thinks you can take away my garden!	<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-resolution/cpo/.</p>
NTA-C9-433	<p>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.</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-C9-433	large footpaths have taken over bridge street unnecessarily	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-434	<p>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.</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-C9-436	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

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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.
NTA-C9-480	I have no problem with this proposed change. The advantage of this change is then every property is electric car charger ready. 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. Otherwise fantastic alterations and I fully support public transport upgrades and more active travel bikes etc can only be good. Thank you for the improvement work. the new led street lights 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.

Submission Reference	Statement	NTA Response
NTA-C9-481	I wish to object to the new proposed layout The taking away of the parking is absolutely ridiculous where are ye expecting residents to park	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-C9-482	I am deeply concerned for the many elderly residents in this area who have roadside parking. Driving is essential for the elderly in Oder to visit doctors, shopping and visiting. I strongly object to this plan.	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-C9-483	I think my [personal information redacted] deserves safe access to her school and the proposed works should not go ahead!	Noted
NTA-C9-488	First, I object to the disingenuous use of cliché throughout the Bus Connects document. 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. 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. They too are citizens and should be treated accordingly.	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.
NTA-C9-490	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. 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 The government will have to get away from getting 3 tenders and picking the cheapest one	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-C9-492	Complete joke who designed this nonsense, where is everybody going to park. Pouladuff road is a death trap already!!	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.
NTA-C9-497	we object to what yee are doing to our roads taking away our parking space	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-C9-499	Please include covered bus shelters in at least half of the proposed bus stops.	The design of bus shelters will be developed as the project progresses.
NTA-C9-499	More Park and Ride facilities should be opened across the parameter of the city. It is an unavoidable fact that many commuters travel from satellite towns and rural areas where public transport is not practical. These facilities should be opened on each of the N roads that enter the city.	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.

Submission Reference	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.</p> <p>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.</p> <p>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>

Submission Reference	Statement	NTA Response
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 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>
NTA-C9-515	<p>4 lanes of traffic makes cycling far more dangerous, more noisy, less healthy. In addition, the debris thrown by the traffic often makes the cycle lane unusable. This is combined with the absence of parked cars. The results in an open, wide carriageway, thus allowing vehicles to increase their speed, especially at off peak times. 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. It can also give vehicles the option to park on the footpath, endangering pedestrians. This is often the experience in practice, even if it's not the intention. 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. 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 Ballyhooley Road and see no possible reason for them. I will be campaigning with my neighbours against the proposed works. 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>

Submission Reference	Statement	NTA Response
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>
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 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>
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>

Submission Reference	Statement	NTA Response
NTA-C9-560	There are also beautiful trees all along the road that this proposal would tear them out. I also think that this is unnecessary.	<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>
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>	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-C9-564	<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>	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-C9-564	Not having these spaces available represents a major Health and Safety risk to the young participants. 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.	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-C9-565	<p>i am hoping the busses will come to a central hub as from the maps it doesn't look that way.</p> <p>Maybe not all the busses need to do this but having as many connections as possible would be great.</p>	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	<p>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.</p> <p>Western road all the way to Wilton and out by Bishopstown is pretty bereft of trees.</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
NTA-C9-565	<p>If the cycle lanes could be protected and have cyclist preference for road crossings etc. that would be great.</p> <p>Trying to go towards town from uni halls is dangerous.</p> <p>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.</p>	Cycling facilities will be provided in accordance with the relevant guidelines.

Submission Reference	Statement	NTA Response
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 is possible.
NTA-C9-576	I would like to register my displeasure at the destruction of mature trees in all the bus connects 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 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>
NTA-C9-610	<p>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.</p> <p>We welcome the proposed investment in the radial and orbital bus connects corridors</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-C9-610	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	<p>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.</p> <p>Every effort should be made to allay fears and create a positive outcome for everyone that lives on the North Side.</p>	<p>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.</p>

Submission Reference	Statement	NTA Response
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.	<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>
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.

Submission Reference	Statement	NTA Response
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 expand the numbers cycling and walking by 33%.

Submission Reference	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	<p>The plan is ambitious but necessary and can only lead the way in showing how other bike and bus routes can work.</p> <p>[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.</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.
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	<p>what I believe is lacking in Cork and important in other cities are secure, sheltered places in which to park your bicycle.</p> <p>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.</p>	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 information event will be held.

Submission Reference	Statement	NTA Response
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 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>
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.
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.

Submission Reference	Statement	NTA Response
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.	<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-C9-681	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 further public information event will be held.
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.

Submission Reference	Statement	NTA Response
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 information event will be held.
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.
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> <p>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 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>

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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	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 of the project.
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.	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-C9-730	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.	Cycling facilities will be provided in accordance with the relevant guidelines.
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	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
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.	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-C9-733	There appears to be no parking provisions for handicapped vehicles.	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 developed later in the project.
NTA-C9-733	It appears that Traffic Proposals were not circulated via Social Media	The proposals are available for the BusConnects Cork website.

Submission Reference	Statement	NTA Response
NTA-C9-736	i don't see any mention of increased bus from Coachford, Cloghduv 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-C9-739	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	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-C9-745	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	As the project progresses the specific location of bus stops will be developed.
NTA-C9-757	Traffic should be reduced and cycling infrastructure will not need to be built.	Best practice indicates cycle lanes are required on these routes.
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 removed will be replaced as part of the project.</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.

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</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 removed will be replaced as part of the project.</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 removed will be replaced as part of the project.</p>

Submission Reference	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 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>
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 further public information event will be held.

Submission Reference	Statement	NTA Response
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 is possible.
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.
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 has 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>

Submission Reference	Statement	NTA Response
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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-resolution/cpo/.</p>

Submission Reference	Statement	NTA Response
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?	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-C9-797	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.	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 anticipated the daily travel demand for journeys by private car will reduce.
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.	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-C9-800	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	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.

Submission Reference	Statement	NTA Response
NTA-C9-824	<p>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.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-824	<p>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</p>	<p>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 recommendations for alternative solutions.</p>
NTA-C9-824	<p>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.</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-C9-826	<p>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.</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-C9-829	<p>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).</p> <p>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.</p> <p>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</p>	<p>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.</p>

Submission Reference	Statement	NTA Response
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	<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-C9-846	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	<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-C9-846	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 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>
NTA-C9-846	Schools in the area will be affected and the safety of children	<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>

Submission Reference	Statement	NTA Response
NTA-C9-854	<p>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>	<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-C9-856	<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) 	<ol style="list-style-type: none"> 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. 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

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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 private car will reduce.
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 separate project to this scheme.
NTA-C9-901	<p>Can you please advise:</p> <p>a) Has an Environmental Impact Assessment been carried out for the proposed development and who carried it out</p> <p>b) Is there an independent Environmental Impact Assessment Report available and has it been published</p> <p>c) Has the current traffic profile on the road been properly measured and analysed, is there a report /recommendation available for public view</p> <p>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.</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>

Submission Reference	Statement	NTA Response
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.	<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>
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.	<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>
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.

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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:</p> <p>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 (UNCRPD). 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 UNCRPD 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 UNCRPD obligations. 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>

Submission Reference	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</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>

Submission Reference	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</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>

Submission Reference	Statement	NTA Response
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>
NTA-C9-956	<p>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.</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>
NTA-C9-956	<p>Current bus planning is overly focused on routes that go from the edge of the city to the centre of the city – like spokes on a 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.</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-C9-956	<p>The removal of unique historical stone walls will have a negative impact on the beauty of the area and noise pollution will increase.</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 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>

Submission Reference	Statement	NTA Response
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 removed will be replaced as part of the project.</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.

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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	<p>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.</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-C9-1000	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	<p>Issuing letters to residents when many were away on their summer holidays certainly made it more difficult for us to provide an adequate response.</p> <p>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.</p>	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.

Submission Reference	Statement	NTA Response
NTA-C9-1013	<p>Please adopt Dutch standards with regards to junction design and not mishmash designs as can be seen throughout the plan that still prioritises cars.</p> <p>Junction radius kept tight to slow vehicles.</p>	<p>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.</p>
NTA-C9-1013	<p>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.</p>	<p>Supporting measures to ensure compliance with the measures proposed are under consideration.</p>
NTA-C9-1013	<p>Priority timings at crossings for pedestrians. Currently, there are waits of up to 4 minutes at certain junctions around the city and surrounds</p>	<p>Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.</p>
NTA-C9-1013	<p>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.</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-C9-1023	<p>Smaller buses for off peak times. Just have one wider bus lane in certain areas.</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>
NTA-C9-1023	<p>Work on the pinch point area's where the traffic is congested.</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-C9-1023	<p>More park and ride facilities are required.</p>	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project.</p>

Submission Reference	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 further public information event will be held.
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.	<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-C9-1034	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.

Submission Reference	Statement	NTA Response
NTA-C9-1034	Amount of property to be cpo'd is extensive including trees etc. in the surrounding environment	<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-resolution/cpo/.</p>
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.
NTA-C9-1057	A very large number of matures 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 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-C9-1057	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.

Submission Reference	Statement	NTA Response
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.

Submission Reference	Statement	NTA Response
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1076	Reduction of residential car parking areas ?	<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-C9-1076	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 removed will be replaced as part of the project.</p>
NTA-C9-1076	The risk of subsidence from the works	<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-C9-1076	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	<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>

Submission Reference	Statement	NTA Response
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 expand the numbers cycling and walking by 33%.
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 separate project to this scheme.
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 consistent and dependable.
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 further public information event will be held.
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.

Submission Reference	Statement	NTA Response
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 is possible.
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
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 removed will be replaced as part of the project.</p>
NTA-C9-1146	Request for more public meetings like the Community forums with looser attendance criteria.	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.

Submission Reference	Statement	NTA Response
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	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.
NTA-C9-1155	We support the promotion of safe cycle 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-C9-1170	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.	Noted
NTA-C9-1172	Orbital routes on the North and South of the city would maximise coverage of the network while 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.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
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>

Submission Reference	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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 removed will be replaced as part of the project.</p>
NTA-C9-1237	Build boardwalks along the entire length of both sides of the River Lee across the entire city	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.

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</p>
NTA-C9-1248	Traffic speeds may increase putting the elderly and school goers at increased risk	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-C9-1250	I support sustainable transport and I use the new additions across the city of cycle 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-C9-1252	I welcome the overall plan and the intentions behind it	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-C9-1280	Has a plan been put forward of a divided approach?	A co-ordinated approach is preferred.
NTA-C9-1280	Has the use of technology been explored to implement single counterflow bus lanes?	Single counterflow bus lanes are restricted in terms of the frequency of buses that can be 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.
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.</p> <p>The design teams sought to minimise this impact as much as possible and identified opportunities to provide replacement parking/loading spaces.</p>

Submission Reference	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 traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 is possible.
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.

Submission Reference	Statement	NTA Response
NTA-C9-1322	<p>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.</p> <p>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.</p>	Noted
NTA-C9-1322	<p>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.</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-C9-1322	<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> <ol style="list-style-type: none"> 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 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. 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. 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. 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. <p>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>

Submission Reference	Statement	NTA Response
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 thought 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 traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
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).</p> <p>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 thought/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>

Submission Reference	Statement	NTA Response
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 removed will be replaced as part of the project.</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 further public information event will be held.</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 traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>

Submission Reference	Statement	NTA Response
NTA-C9-1324	I am entitled to park outside my own front door.	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-C9-1324	Concern over cars driving at a speed up the road and no speed bumps in place	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-C9-1333	Would increased bus frequency, with real time bus timetable that is accurate, along with a much larger connected cycle network a more suitable option	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.
NTA-C9-1333	Near where I live these proposals will do little to reduce traffic especially peak morning traffic around schools.	<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-C9-1333	I don't know how attractive cycling would be along full cross section of 4 lanes.	Cycling facilities will be provided in accordance with the relevant guidelines.
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 is possible.

Submission Reference	Statement	NTA Response
NTA-C9-1350	Objection to potential land acquisition of front 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-resolution/cpo/.</p>
NTA-C9-1350	Concern over reduction in privacy for residents	<p>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 privacy.</p>

Submission Reference	Statement	NTA Response
NTA-C9-1370	Preserve the medieval heritage of the city, the old walls, and mature trees.	<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> <p>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.</p>
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.
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 further public information event will be held.
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.

Submission Reference	Statement	NTA Response
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 further public information event will be held.

Submission Reference	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.</p> <p>At the outset I do acknowledge the need for improving the future of the city’s public transport. 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 flyer, 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 reset and briefed.</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 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>

Submission Reference	Statement	NTA Response
NTA-C9-1385	Objection to potential land acquisition of resident'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-resolution/cpo/.</p>
NTA-C9-1388	Objection to the removal of parking for residents	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-C9-1391	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.	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-C9-1399	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 is possible.

Submission Reference	Statement	NTA Response
NTA-C9-1413	Objection to the removal 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 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>
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	<p>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.</p> <p>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.</p> <p>The proposed frequency of services is not sufficient - it needs to be every 10mins on all routes, not every 15mins.</p> <p>The main issues that prevent people using buses are the cost and the unreliability/infrequency of services.</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-C9-1424	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.

Submission Reference	Statement	NTA Response
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	<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-C9-1424	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 removed will be replaced as part of the project.</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

Submission Reference	Statement	NTA Response
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.</p> <p>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.</p> <p>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.

Submission Reference	Statement	NTA Response
NTA-C9-1457	<p>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>	<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-resolution/cpo/.</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>	<p>This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.</p>
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. 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>	<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>

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</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
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 is possible.
NTA-C9-1472	<p>I support the proposal to develop public transport corridors in Cork. A number of important points:</p> <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.

Submission Reference	Statement	NTA Response
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	<p>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?</p> <p>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?</p> <p>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?</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-C9-1488	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).	<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-C9-1492	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.	<p>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-C9-1492	<p>I'm concerned at the clearly visible impact of widening Boreenmanna Road and significantly impacting on the environment of the area and public realm.</p> <p>Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p>	The updated proposals for Boreenmanna Road have significantly less impact on the trees/environment.

Submission Reference	Statement	NTA Response
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 Síochána.
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.	<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-resolution/cpo/.</p>
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.	<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>

Submission Reference	Statement	NTA Response
NTA-C9-1520	<p>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.</p> <p>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.</p>	<p>This statement supports the aims of the project.</p>
NTA-C9-1520	<p>Road widening -particularly when it retains 2 lanes of car traffic (or more).</p> <p>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.</p>	<p>Noted</p>
NTA-C9-1520	<p>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.</p>	<p>Noted</p>
NTA-C9-1520	<p>Car related pollution is also a source and compounding factor of disability, particularly affecting those with lung and respiratory conditions.</p>	<p>This statement supports the aims of the project to provide safe, accessible, and efficient alternatives to car journeys</p>
NTA-C9-1520	<p>My neighbours' gardens and mature trees to be removed to make more space for cars.</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-C9-1520	<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>	<p>This statement supports the aims of the project</p>

Submission Reference	Statement	NTA Response
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. 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	<p>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.</p>	Noted
NTA-C9-1520	<p>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.</p>	This statement supports the aims of the project
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>	This statement supports the aims of the project
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-resolution/cpo/.</p>

Submission Reference	Statement	NTA Response
NTA-C9-1520	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)	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-C9-1521	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.	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-C9-1526	<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>	The updated proposals have significantly less impact on the trees/environment.
NTA-C9-1549	Bus and cycle lanes have already caused huge traffic issues in Cork city and it appears they are rarely used.	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-C9-1569	<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>	As the design progresses the details identified in this statement will be developed.
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.

Submission Reference	Statement	NTA Response
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.	<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-C9-1586	<p>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</p> <p>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'?</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-C9-1611	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	<p>It is grossly disrespectful that residents needs and rights are being totally disregarded to facilitate people who are passing through the area.</p> <p>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.</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 better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.

Submission Reference	Statement	NTA Response
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.	<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-resolution/cpo/.</p>
NTA-C9-1617	<p>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.</p> <p>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.</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-C9-1631	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 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.

Submission Reference	Statement	NTA Response
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.	<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-C9-1658	<p>I fail to see how breaking up these routes, by requiring a bus change in the city centre somewhere, would improve overall connectivity.</p> <p>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.</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-C9-1658	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	<p>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.</p> <p>In the inner suburbs, parking permits should be restricted to residents only,</p>	Noted
NTA-C9-1658	<p>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</p> <p>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..</p>	This statement outlines proposals for managing the transport network. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
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.

Submission Reference	Statement	NTA Response
NTA-C9-1659	<p>I understand that letters only sent to homes with CPOs and the submission process is difficult to find and not completely straightforward.</p> <p>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</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-C9-1664	<p>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.</p>	<p>Ebikes are increasing in popularity and greatly assist the challenge posed by Corks topography.</p>
NTA-C9-1664	<p>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.</p> <p>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.</p>	<p>The revised proposals have included more Quietways which has reduced the direct impact of the proposals.</p>
NTA-C9-1664	<p>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.</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>

Submission Reference	Statement	NTA Response
NTA-C9-1669	This plan will lead to severe noise pollution to our property in terms of bus lanes operating 24 hours	<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-C9-1669	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	<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>

Submission Reference	Statement	NTA Response
NTA-C9-1670	I am also opposed to the unwarranted removal of trees elsewhere 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 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>
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.</p> <p>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.</p> <p>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</p> <p>This means in these commuter areas, it will now take longer to walk to the dedicated bus corridor and potential patronage will be undermined.</p> <p>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</p> <p>. 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	I welcome the new park and ride facilities	<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	I would like to voice my support for the proposed bus 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-C9-1681	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>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>

Submission Reference	Statement	NTA Response
NTA-C9-1683	Expression of support for BusConnects plans for cork to allow an integrated and reliable bud service citywide	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-C9-1689	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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 removed will be replaced as part of the project.</p>

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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 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>
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.

Submission Reference	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 further public information event will be held.
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.	<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-C9-1726	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.

Submission Reference	Statement	NTA Response
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 solutions.
NTA-C9-1733	I would like to see a higher number of trees being planted where mature trees are removed.	<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>
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.

Submission Reference	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 removed will be replaced as part of the project.</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 separate project to this scheme.
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.	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.

Submission Reference	Statement	NTA Response
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 removed will be replaced as part of the project.</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	<p>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.</p> <p>A localised Bus Service between both depots that would service the various estates in Ballincollig would be most welcome.</p> <p>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</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-C9-1752	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 consistent and dependable.
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.
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.

Submission Reference	Statement	NTA Response
NTA-C9-1756	<p>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?</p> <p>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?</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-C9-1775	<p>The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS.</p> <p>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.</p>	<p>CMATS outlines the BusConnects proposals and the Northern Distributor Road amongst other infrastructure are required to support the development of the region.</p>
NTA-C9-1788	<p>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.</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-C9-1788	<p>strongly oppose your proposed 'sustainable public transport network for the Cork Metropolitan region</p>	<p>Noted</p>
NTA-C9-1788	<p>I have never been stuck in traffic along the areas which you have planned to fell mature trees and knock beautiful walls.</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-C9-1791	<p>Introduce more Park and Rides across the city.</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>

Submission Reference	Statement	NTA Response
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.	<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-C9-1800	<p>The Cork City shared bike scheme is currently of limited use because the bike stands are spread across the city centre only.</p> <p>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.</p>	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.
NTA-C9-1800	<p>pedestrian crossings, with traffic lights that are timed so that pedestrians rarely have to wait long, while cars have to wait longer</p> <p>Cars can also use the streets but they have to travel very slowly, due to speed limits and to having to stop for pedestrians.</p>	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!	<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-C9-1805	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

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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.

Submission Reference	Statement	NTA Response
NTA-C9-1811	<p>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.</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. 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/</p>
NTA-C9-1811	<p>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.</p>	<p>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.</p>
NTA-C9-1811	<p>My understanding is that the NTA has disclosed that it hasn't carried out:</p> <ul style="list-style-type: none"> * 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. 	<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-C9-1812	<p>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.</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-C9-1814	<p>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.</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. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1817	<p>, 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.</p>	<p>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.</p>

Submission Reference	Statement	NTA Response
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	<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-resolution/cpo/.</p>
NTA-C9-1818	<p>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.</p> <p>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.</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.
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.

Submission Reference	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 further public information event will be held.</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>

Submission Reference	Statement	NTA Response
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>
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%. 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.</p> <p>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>

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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. 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>
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>

Submission Reference	Statement	NTA Response
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.</p> <p>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 landscaping, pavement treatments and outdoor amenities will be provided.</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 is possible.</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.</p> <p>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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>

Submission Reference	Statement	NTA Response
NTA-C9-1852	<p>Whatever happens next the NTA need to up their game and contact the people directly affected by their plans.</p> <p>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 further public information event will be held.</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>

Submission Reference	Statement	NTA Response
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>
NTA-C9-1856	<p>We understand that the plans have been developed from afar using Google Maps.</p> <p>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.</p>	<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-C9-1856	<p>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.</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>

Submission Reference	Statement	NTA Response
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.	<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>
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	<p>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.</p> <p>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.</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.

Submission Reference	Statement	NTA Response
NTA-C9-1856	<p>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.</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-C9-1857	<p>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.</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>
NTA-C9-1857	<p>The premise that the city centre businesses will be growing any further than it already is wrong.</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-C9-1857	<p>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.</p>	<p>The routes into and out of the City are still the busiest routes for the demand for travel.</p>

Submission Reference	Statement	NTA Response
NTA-C9-1860	<p>This is a recipe for chaos and distress for many people. There must be alternative solutions to providing a sustainable means of transport.</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. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1862	<p>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.</p> <p>Many of the people attending our premises are have mobility issues and cannot rely on active travel options or avail of public transport.</p>	<p>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 private car will reduce.</p>
NTA-C9-1862	<p>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.</p> <p>We consider that this proposal is not a holistic solution to benefit all of the people affected by this and the other proposals.</p> <p>We consider that this proposal is a brutal solution to enabling Cork's growth potential and supporting its future development.</p> <p>The scale of the proposed infrastructure will serve 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.</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-C9-1864	<p>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.</p> <p>My appeal is to beware of submissions that want change delayed or watered down.</p> <p>International experience is that when the switch to active transport and good public transport is made then nobody wants to go back to gridlock.</p> <p>Without Bus Connects we don't stay as we are. Traffic just continues to grow and it is impossible to accommodate.</p> <p>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</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>

Submission Reference	Statement	NTA Response
NTA-C9-1865	<p>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.</p> <p>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.</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-C9-1865	<p>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.</p>	<p>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 recommendations for alternative solutions.</p>
NTA-C9-1865	<p>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 .</p>	Noted
NTA-C9-1866	<p>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/</p>	Junction design will be developed as the project progresses.
NTA-C9-1866	<p>Widths for walking and cycling should be as large as possible.</p>	<p>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.</p>
NTA-C9-1870	<p>The consultation process also needs to be looked at . The maps on view made it very difficult to understand.</p>	Noted.
NTA-C9-1870	<p>Having to make a submission on line has eliminated a lot of elderly residents.</p>	<p>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</p>

Submission Reference	Statement	NTA Response
NTA-C9-1870	<p>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.</p> <p>A complete PR stunt with very little information.</p> <p>No one addressing any concerns. A review needed and stay well clear of the beautiful woods.</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-C9-1876	<p>There are a number of other issues with regard to the proposal which need to be reconsidered.</p> <p>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.</p> <p>How is the Council managing peak and non peak traffic flows presently and the proposal for managing same for the future.</p> <p>Where are the key bottlenecks at present – morning time and evening time.</p> <p>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</p> <p>And where are the projected work locations in 20years and 50 years time</p> <p>How is it proposed for parents to bring their children to school in the morning.</p> <p>What proportion drive to school presently , what will be the situation in 20 years time and 50 years time.</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-C9-1877	<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>

Submission Reference	Statement	NTA Response
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. 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. Road space should be allocated to active transport first, public transport next, and private motor vehicles after that. Storage of private motor vehicles should be even lower down the list. 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. The local Roads Engineers are on the ground and know the traffic flows, and associated problems with disrupting them. 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. 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. 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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>

Submission Reference	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.</p> <p>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>

Submission Reference	Statement	NTA Response
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 address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>

Submission Reference	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>

Submission Reference	Statement	NTA Response
NTA-C9-1899	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.	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.
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 to 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 was challenging to read and many residents especially elderly residents and those who were challenged by IT and online systems found it 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>

Submission Reference	Statement	NTA Response
NTA-C9-1910	<p>Access to the north side of the city by push bicycle is not easy Both electric bicycles and e-scooters are popular for ease of accessing the hills of the north side of Cork city. 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 accommodate micro mobility.</p>
NTA-C9-1910	<p>A pedestrian bridge should be built over the N20 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. Improved active travel should be considered for the junction of Pophams Road across the N20 travelling to Brothers Delaney Road. The shopping centre is a key destination for residents on the western side of the road N20 is a significant barrier to active travel from these areas to the shopping centre. Supporting measures for micro-mobility 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. 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>

Submission Reference	Statement	NTA Response
NTA-C9-1910	<p>The proposed implementation of STCs across the city show the removal of street trees In places it is not shown how these will be replaced with a street tree nearby Replacement trees should be planted as close as possible to original locations These should be at a minimum the same number of trees that are removed We should take the opportunity now to improve trees in the public realm. Replacing a mature tree with a semi-mature tree is not an equivalent from carbon capture, biodiversity loss and other perspectives. BusConnects should undertake a programme to quantify the value of trees removed and restore at least an equivalent value of trees in the area 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>
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>

Submission Reference	Statement	NTA Response
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.</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-C9-1915	<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.</p> <p>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 further public information event will be held.</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>

Submission Reference	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.

Submission Reference	Statement	NTA Response
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.
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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.

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</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 further public information event will be held.
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.

Submission Reference	Statement	NTA Response
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.

Submission Reference	Statement	NTA Response
NTA-C9-1949	<p>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 is delivered in a way that communities can support and embrace.</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-C9-1950	<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 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>
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. 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 is possible.</p>

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</p>
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.</p> <p>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>

Submission Reference	Statement	NTA Response
NTA-C9-1960	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	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-C9-1964	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>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-C9-1967	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.	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-C9-1971	I fear for the safety of my children as pedestrians on the roads with the proposed changes made.	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-C9-1974	it should be considered to provide one month free public transport in Cork to promote the initiative	Noted
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 circuitous routes.
NTA-C9-1974	Residents directly affected by the removal of on street parking should perhaps be provided with travel passes.	Noted

Submission Reference	Statement	NTA Response
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 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>
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 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 private car will reduce.

Submission Reference	Statement	NTA Response
NTA-C9-1975	<p>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.</p> <p>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.</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-C9-1979	<p>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</p> <p>, the plans should replace any trees lost with multiple trees nearby (e.g. 1 tree removed ≈ 10 replacement trees)</p> <p>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>	<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>
NTA-C9-1980	<p>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.</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-C9-1980	<p>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.</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-C9-1983	<p>I agree with the proposed plans.</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>

Submission Reference	Statement	NTA Response
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-resolution/cpo/ .
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.

Submission Reference	Statement	NTA Response
NTA-C9-2009	<p>Regarding the cantilever bike route crossing over by Caste 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 Castlevue Terrace will continue to be developed as the project progresses. Engagement with the relevant 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>

Submission Reference	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. 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 transitioning to a new zero emissions bus fleet.</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>

Submission Reference	Statement	NTA Response
NTA-C9-2024	I would also re-emphasise 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.	This statement is seeking an NTA delivery office based in Cork. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
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	More simplified localised correspondence as opposed to the more project wide type literature, and so on.	Noted
NTA-C9-2039	I welcome the proposed introduction of the bus corridors for the people of Cork and for people outside such as myself.	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-C9-2042	<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>	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.
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 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>

Submission Reference	Statement	NTA Response
NTA-C9-2043	I welcome the introduction of these sustainable transport corridors. 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.	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-C9-2045	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.	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-C9-2052	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.	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-C9-2056	My world is narrowed into "islands of accessibility": the small cluster of spaces and places I can access via walking, bus and cycling. 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.	This statement supports the aims of the project.
NTA-C9-2056	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.	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-C9-2062	There are too many schools in the area the traffic will be way worse.	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-C9-2064	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.	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-C9-2072	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

Submission Reference	Statement	NTA Response
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.	<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-C9-2074	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.	<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-C9-2088	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.

Submission Reference	Statement	NTA Response
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
NTA-C9-2094	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>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>
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 lanes, 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>	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.
NTA-C9-2097	Bus Connects Cork needs to have a comprehensive network of routes whereby parking spaces are removed to facilitate a seamless journey for bus passengers.	Noted
NTA-C9-2100	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.	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.

Submission Reference	Statement	NTA Response
NTA-C9-2102	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-C9-2117	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.	Noted
NTA-C9-2117	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.	The revised proposals include more extensive use of bus gates as suggested.
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.

Submission Reference	Statement	NTA Response
NTA-C9-2117	<p>Trees are an objective public good, adding necessary greenery to towns and the city, which reduce heat temperatures and capture CO2</p> <p>BusConnects needs to plant the new trees before moving and removing any existing trees</p> <p>Creating further green space would also be welcomed</p> <p>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</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>
NTA-C9-2117	<p>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.</p> <p>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</p> <p>Bus shelters need to become ubiquitous across the network in order to increase patronage and user experience</p> <p>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.</p>	<p>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.</p>
NTA-C9-2117	<p>We are calling on the NTA to include the Park and Ride plans within the next round of STC consultation.</p>	<p>Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.</p>
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>	<p>Noted</p>
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>	<p>School zones are being delivered through the Safe Routes to School Programme.</p>

Submission Reference	Statement	NTA Response
NTA-C9-2117	<p>We support the call for a ‘parking census’, to properly examine the parking habits of people in the city. 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. 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>	<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-C9-2122	<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>	<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-C9-2122	<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.</p> <p>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>	<p>Prioritising active travel and sustainable transport is in accordance with all relevant transport policy.</p>
NTA-C9-2123	<p>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.</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-C9-2126	<p>With regard to the cycle proposals, I would urge the NTA to deliver the cycle aspects in a cohesive and connected manner.</p> <p>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</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>

Submission Reference	Statement	NTA Response
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.	<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>
NTA-C9-2126	<p>Recent examples in Dublin are not fit for purpose and defer too much to motor traffic to the detriment of cycle safety.</p> <p>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.</p>	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	<p>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.</p> <p>This proposal will encourage people to choose public transport over the private car.</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.
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.

Submission Reference	Statement	NTA Response
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.
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. Buses 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.

Submission Reference	Statement	NTA Response
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.	<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>
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.
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	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.	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-C9-2177	<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>	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-C9-2181	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.	As the project progresses additional data such as topographical, tree and traffic surveys will be used to improve the proposals

Submission Reference	Statement	NTA Response
NTA-C9-2181	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>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	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.	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-C9-2189	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.	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.
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>	The cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2192	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.	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-C9-2195	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.	Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.
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.

Submission Reference	Statement	NTA Response
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.

Submission Reference	Statement	NTA Response
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 is possible.
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 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>
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.

Submission Reference	Statement	NTA Response
NTA-C9-2223	<p>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>	<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>
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. 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. 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) 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. Additional measures such as park and rides, congestion charges will need to be introduced to further encourage modal shift. 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 is possible.</p>

Submission Reference	Statement	NTA Response
NTA-C9-2247	A big cost to the environment with the removal 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 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>
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>
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 removed will be replaced as part of the project.</p>

Submission Reference	Statement	NTA Response
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-resolution/cpo/.</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 !	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-C9-2260	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.	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-C9-2260	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.	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-C9-2261	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.	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-C9-2262	No information has been provided on how the proposed routes have been selected and no alternatives have been provided for the majority of designs.	Draft Options Report were provided as background information to assist in understanding the alternatives considered.

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NTA-C9-2262	<p>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>	<p>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.</p>
NTA-C9-2262	<p>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>	<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-C9-2262	<p>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>	<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	<p>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.</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>
NTA-C9-2281	<p>An Taisce Corcaigh welcomes the BusConnects Cork project and support the main principles underlying the project as set out in the NTA documentation.</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-C9-2282	<p>I fully support the Cork Bus Connects project as outlined.</p>	<p>This support for the BusConnects project is welcomed.</p>

Submission Reference	Statement	NTA Response
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.
NTA-C9-2290	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 Ballypnehane (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	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. 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.
NTA-C9-2290	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.	Noted
NTA-C9-2290	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	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 removed will be replaced as part of the project.

Submission Reference	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</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.

Submission Reference	Statement	NTA Response
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. 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 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>
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>	<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-C9-2298	<p>Issues with reliability of services and information</p> <p>Possible error in stop - Map 17</p>	<p>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-C9-2301	<p>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.</p>	<p>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-C9-2302	<p>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.</p> <p>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</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-C9-2303	<p>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.</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>

Submission Reference	Statement	NTA Response
NTA-C9-2303	<p>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.</p> <p>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.</p> <p>hepreparation 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 Objectives6.2, 6.9, 6.11and 6.22of the Cork City Development Plan 2022-2028.</p> <p>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 upgradedcorridorswhere possible. See Objective9.4of the Cork City Development Plan 2022-2028.</p> <p>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</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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-2342	<p>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.</p>	<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 incorporating suggestions and recommendations for alternative solutions.</p>

Submission Reference	Statement	NTA Response
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</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 address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>

Submission Reference	Statement	NTA Response
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	Please advise if this work was carried out inhouse by NTA or by a consultant. 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? 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	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.
NTA-C9-2480	there are very short periods of time allowed for any impacted person or indeed the general public to form an opinion on your proposals. Your web site borders on the unintelligible; dates for meetings and submission dates are almost impossible to find as are other details of the process. 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 I would appreciate a copy of all the relevant background documents that have evolved into the goals and strategies of this project I would be intrigued to follow in your footsteps to see how the documented route became an emerging preferred route. 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 Did any Politicians, Local, National or European or any one on behalf of such a person or any other person lobby the NTA 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. It is unclear as to whether your documents are to scale; or whether photographic reductions have been made; The maps you have used as background are hopelessly out of date publishing during the summer holidays is 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 further public information event will be held.

Submission Reference	Statement	NTA Response
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	Lack of support due to devaluation of property on Douglas Road	<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	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>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. 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>

Submission Reference	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 separate project to this scheme.
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 separate project to this scheme.
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 Trnaspport 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 vehcile 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.

Submission Reference	Statement	NTA Response
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.
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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>

Submission Reference	Statement	NTA Response
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 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>
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 better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.</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-resolution/cpo/.</p>

Submission Reference	Statement	NTA Response
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 .	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-C9-2696	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.

Submission Reference	Statement	NTA Response
NTA-C9-2777	<p>The proposed number of trees to be cut down is scandalous.</p> <p>The importance of biodiversity and maintaining levels should be of utmost importance</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>
NTA-C9-2777	<p>The taking of parts of peoples gardens in many of the areas is simply unacceptable and extremely unfair</p> <p>A persons garden is their sanctuary</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-resolution/cpo/.</p>
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>

Submission Reference	Statement	NTA Response
NTA-C9-2788	<p>well done on the bus connects plan 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. 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. 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. New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly. 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. 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. 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. 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 removed will be replaced as part of the project.</p>
NTA-C9-2803	<p>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</p>	<p>This statement raises issues about crime and safety. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>

Submission Reference	Statement	NTA Response
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 landscaping, pavement treatments and outdoor amenities will be provided.
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.	<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-C9-2813	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 during the AM morning peak.

Submission Reference	Statement	NTA Response
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.
NTA-C9-2830	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. 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 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.'	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2830	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. 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. I know much more people would be inclined to use buses if they were on time, myself included.	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.
NTA-C9-2830	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.	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.
NTA-C9-2830	I'm delighted that bus lanes and cycle facilities are being prioritised in 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.

Submission Reference	Statement	NTA Response
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>
NTA-C9-2840	<p>Getting an expert from AMERICA to deal with bus routes. AMERICA is not a bus culture.</p> <p>Empty non environmentally friendly double decker buses driving around all day</p> <p>Smaller buses more frequent makes more sense</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-C9-2840	<p>Why are the routes going to the city centre</p>	<p>These are the busiest routes where interventions will deliver the most benefit to passengers.</p>
NTA-C9-2840	<p>Taking away car spaces has proved disastrous in the city centre.</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>

Submission Reference	Statement	NTA Response
NTA-C9-2840	<p>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.</p> <p>why are you not consulting with the OPW, School Networks and other bodies</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-C9-2840	<p>why wasn't the research done before all this was implemented</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-C9-2841	<p>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.</p> <p>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?</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-C9-2842	<p>Bus-stops should have shelters wherever possible.</p> <p>There are examples of bus shelters where footpaths are too narrow for a different design.</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>

Submission Reference	Statement	NTA Response
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.
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 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-C9-2842	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	Extend the 208 service to Ballincollig via the Curraheen Rd & turning right at the Maglin road to the town centre and back again. 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.	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	Signalised junctions are a huge health and safety concern Best practice would suggest that 'Dutch Style' roundabouts are the optimal solution to traffic, pedestrian and cyclist mobility and safety. The introduction of typically 12m width of carriage way will induce speeding at times of low traffic I would suggest the introduction of a 30km/hr speed limit that is monitored with permanent speed cameras.	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.

Submission Reference	Statement	NTA Response
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
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 surley 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.

Submission Reference	Statement	NTA Response
NTA-C9-2915	Objection to the suggestion of removing a vast amount of trees on all corridors!	<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>
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 Corks 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 the project.
NTA-C9-2955	All trees cut must be replaced and we should be planting 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 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>
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.

Submission Reference	Statement	NTA Response
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 further public information event will be held.
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 incorporating suggestions and recommendations for alternative solutions.

Submission Reference	Statement	NTA Response
NTA-C9-2960	<p>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</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-C9-2960	<p>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.</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-C9-2961	<p>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>	<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 journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-2961	<p>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.</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>

Submission Reference	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 further public information event will be held.
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 information leaflets were delivered to households city-wide.



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