



Bishopstown to City

Sustainable Transport Corridor

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



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

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

Contents

1.	Executive Summary	1
1.1	Objective of the Scheme	1
1.2	Purpose of the Non-Statutory Public Consultation	1
1.3	Public Consultation Process for BusConnects	2
1.4	Information Provided in Public Consultation	3
1.5	Submissions Received	3
1.6	Principal Issues Raised	3
2.	Introduction	4
3.	Issues Raised in the Submissions	5
4.	Summary of The Main Issues Raised	6
4.1	Issue 1: Vulnerable Road User Safety	6
4.2	Issue 2: Traffic disruption due to Traffic Diversions / Increased Traffic	8
4.3	Issue 3: Proposed Land Acquisition	8
4.4	Issue 4: Removal of Trees	9
4.5	Issue 5: Access to property	10
4.6	Issue 6: Supportive of the Scheme	11
4.7	Issue 7: Loss of parking	11
4.8	Issue 8: Devaluation of property	12
4.9	Issue 9: Inadequacies in Consultation Process	12
4.10	Issue 10: Alternative Solutions	13
4.11	Issue 11: Increased Air and Noise Pollution	14
4.12	Issue 12: Bus Network / Infrastructure	15
4.13	Issue 13: Presentation Brothers Pedestrian and Cycle Facility	16
4.14	Issue 14: Miscellaneous Issues	17

Tables

Table 1: Frequency of Issues raised through the Submissions.	5
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Figures

Figure 1: Radial Sustainable Transport Corridors Emerging Preferred Routes.	3
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Appendices

Appendix A

Responses to Submissions on STC F	A-1
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Appendix B

Responses to Submissions Common to Multiple STC's	B-1
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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 F which runs from Bishopstown to the City Centre.

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 City;**
- G. Togher to City;
- 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 Bishopstown to City route designated as Sustainable Transport Corridor F.

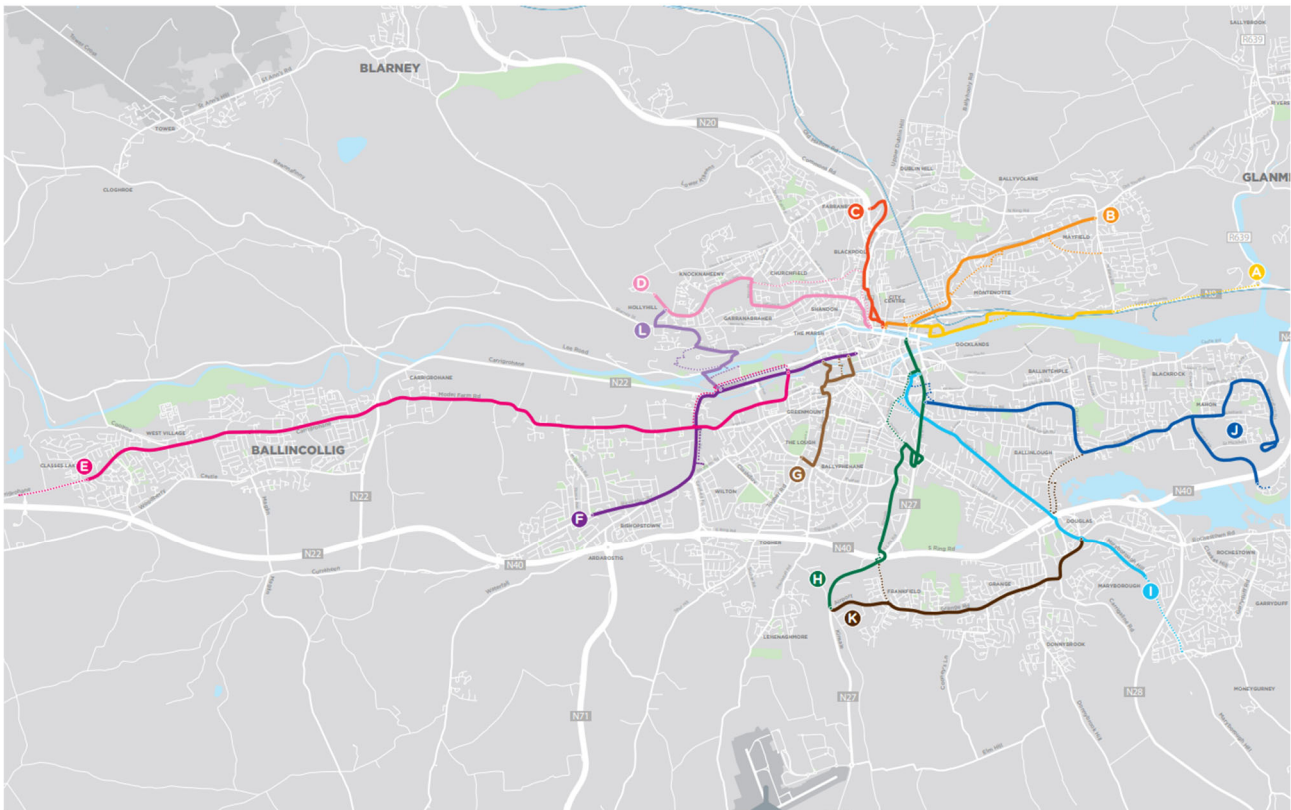


Figure 1: Radial Sustainable Transport Corridors Emerging Preferred Routes.

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:

- Bishopstown to City Sustainable Transport Corridor – Draft Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Bishopstown to City Draft Alternative Traffic Routes.

1.5 Submissions Received

There were 169 submissions received relating to the Bishopstown 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. Presentation Brothers Pedestrian and Cycle Facility; and
14. Miscellaneous Issues.

2. Introduction

Consultation on the Bishopstown 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 NTA received 169 submissions for the Bishopstown 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 169 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;	42
Traffic Disruption due to Traffic Diversions / Increased Traffic;	46
Proposed Land Acquisition;	139
Removal of Trees;	21
Access to Property;	31
Supportive of Scheme;	30
Loss of Parking;	62
Devaluation of Property;	41
Inadequacies in Consultation Process;	21
Alternative Solutions;	242
Increased Air and Noise Pollution;	62
Bus Network / Infrastructure	48
Presentation Brothers Pedestrian and Cycle Facility; and	85
Miscellaneous Issues	25
General Submissions Relating to Multiple Corridors	474

Appendix A provides in-depth listing of the various issues raised that were specific to STC F 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 Authority will seek to establish 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 impacts.

While a variety of matters were raised in the submissions, the key issues related to the project 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. Presentation Brothers Pedestrian and Cycle Facility; 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.

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 proposed cycle facilities at Victoria Cross and the O'Neill Crowley Bridge is only a partial solution which ignores cycle traffic coming from the city.

Some submission raised concerns that areas such as Western Road, College Road and Mardyke Walk were essentially unchanged for cycling in the proposed plans. Submissions expressed the opinion that this was short sighted. Submissions noted that consideration should be given to

segregated infrastructure and/or traffic calming measures along Mardyke Walk to ensure vulnerable road user safety along this section of the route.

A number of submissions raised concerns for cyclist safety expressing the opinion that physical segregation is a necessity and should be included along the entirety of the Western Road, Lancaster Quay and Washington Street section of the scheme.

Concerns were also raised in a number of submissions around vulnerable road user safety at junctions along the proposed STC.

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, it is acknowledged that in some locations fully segregated facilities are not practicable along the STC route such as Western Road and Wilton Road. However, in these locations alternative cycle routes have been provided which create continuous routes along the desire line for cyclists. On STC F these include the following:

- A quiet street is proposed along Wilton Avenue, through the Cork University Hospital (CUH) grounds, onto Bishopstown Avenue before connecting in with STC E at Model Farm Road. This proposal, in combination with the cycle facilities along Glasheen Road, Cottage Mews and Schoolboy Lane (described below), provide an alternative safe cycle route for north-south cyclists. It is noted that this is a new addition to the STC F proposals compared to the EPR.
- Cyclists will be provided with a two-way cycle track along Glasheen Road between Wilton Road and Cottage Mews before turning onto Cottage Mews which would become a quiet street. Cyclists would then join the Schoolboy's Lane shared pedestrian/cycle facility and tie into STC E at Magazine Road. From here cyclists could re-join STC F at Wilton Road or continue along College Road. This represents a change from the EPR proposal which directed cyclists to a route through the Presentation College grounds.
- At the Carrigrohane Road junction, cyclists would diverge from the main STC route crossing to the public car park adjacent Kingsley Bridge and across the bridge itself. From here a new cycle route would be provided through the grounds of the Sacred Heart Church connecting to Western Road. From here cyclists would cross to Mardyke Walk to avail of the existing quiet street and will tie back into the bus corridor at the junction of Donovan's Road/Western Road (Bandfield). This represents a change from the EPR proposal which provided for cyclists along Victoria Cross Road as far as Western Road. This change removes the impact on properties in this area along Victoria Cross Road.

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 layout of the junction at Dennehy's Cross would lead to increased traffic congestion, with many of these submissions stating that there is a need to increase capacity at the junction.

Some submissions raised concerns about the proposed bus gate, and associated traffic diversions at the Western Road and Donovan's Road Junction. Concerns were raised specifically in relation to increased traffic on Donovan's Road.

A number of submissions were received in relation to the proposed changes at the Wilton Roundabout, stating that converting the roundabout to a signalised junction would lead to increased congestion.

Some submissions stated that the possible increase in traffic volumes may result in bad driver behaviours, increasing safety concerns for pedestrians, cyclists and other motorists.

NTA Response to Issue 2

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. 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.

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. Many of these concerns were related to the proposals on Wilton Road.

A number of residents expressed opinions that the acquisition of private land in order 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 of these submissions also expressed concerns that the proposed acquisition of land along Wilton Road to provide cycle tracks was excessive given the presence of an alternative option along Glasheen Road and Schoolboy's lane.

Concerns were raised in relation to the proposed cycle facility through the Presentation Brothers Sports Ground. Some submissions stated that the proposed acquisition at either end of the cycle route was excessive and suggested that the alternative of Schoolboy's Lane would be a more cost effective and less disruptive solution.

NTA response to Issue 3

Following 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 Preferred Route Option (PRO) proposal, amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- Reduction in physical bus priority along Curraheen Road in the vicinity of Hawke's Road reducing the impact on a number of properties;
- Relocation of signal controlled priority on Curraheen Road to just west of Firgrove Gardens removing the impact on some properties and reducing it on others;
- Reduction in physical bus priority on Bishopstown Road east of Bishopscourt Road removing the need for land take from some properties;
- Curtailing of cycle facilities on Wilton Road approaching Bishopstown Road which reduces the impact on a number of properties;
- Removal of cycle facilities on Wilton Road between Wilton Gardens and Dennehy's Cross resulting in a reduction in proposed land take from properties in this area. New alternative cycle routes are provided to the east and west of Wilton Road which facilitate this amendment;
- New cycle route across Kingsley Bridge, through the Sacred Heart Church grounds connecting to the existing quiet street treatment on Mardyke Walk resulting in removal of land take along Victoria Cross Road in this area.
- Curtailing of outbound bus lane on Western Road resulting in the removal of land take previously identified between Gaol Walk and Mardyke Walk.

It is noted that land acquisition 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 30 properties and reduced the extent of impact on approximately 26 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.

A number of submission raised concerns around the accuracy of the mapping used in the public consultation, raising the concern that the numbers of trees indicated on the maps are not consistent with what is currently present on the ground.

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 with 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 90 to 65 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 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 properties boundaries has been assessed further in terms of how it may affect access arrangements to properties. 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.

It is noted that as the design progresses, and more detailed topographical survey is available, impacts on driveways 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 resulted in impacts on the movement of cars. Specifically, support was noted for the upgrading of the Wilton Road and Wilton Gardens Junction, the provision of a combined bus and cycle facility on Wilton Road in addition to the alternative dedicated cycle route identified;
- General support was received for the attempts to significantly improve pedestrian and cycle facilities. In particular support was noted on 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 were concerned that the reduction of public on-street car parking spaces may negatively impact businesses along Curraheen Road, especially those with accessibility issues who rely on these parking spaces to access business and retail.

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

A number of submissions raised concerns in relation to the 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, who also noted that there is no alternative on street parking available nearby.

Concerns were raised about the potential loss of car parking spaces at the Medicentre on the Wilton Road, stating that carparking is required for access to the Pharmacy and GP practice which operate here.

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. It is acknowledged that some car parking is being removed in some areas to facilitate more efficient, reliable and safe movement of buses and cyclists.

Along Curraheen Road, some of the amendments made have enabled the retention of some car parking previously identified for removal. This is most notable at the Permanent TSB car park where existing car parking provision will be retained.

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.

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

Many residents who were either directly or indirectly impacted by proposals, raised concerns over the possible devaluation of their 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 addition to this, the PRO proposals have reduced the number of properties impacted by approximately 30 properties and reduced the extent of impact on an additional 26 properties.

4.9 Issue 9: Inadequacies in Consultation Process

A number of submissions received stated that the timeline allocated for responses to the public consultation was inadequate.

Concerns were raised that the mapping used in the Public Consultation was outdated and inaccurate. A number of submissions raised concerns that their home and property was inaccurately shown and thus it was difficult to accurately assess the impacts of the proposal.

Residents were concerned that there was not enough baseline data collected before the design of the bus corridor. Residents expressed disappointment 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 169 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 new park and ride facilities 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 would reduce impacts on residents along the route.

A number of submissions suggested the provision of a singular central bus lane along Wilton Road 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 were received suggested introducing a 30km/hr speed limit on Wilton Road to improve road user safety.

A number of submissions received suggested an alternative cycle route to the proposed facility through the Presentation Brothers College Sports Grounds. Many of these submissions suggested routing cyclists via Glasheen Road and utilising the existing facility at Schoolboy's Lane. These submissions suggested that this would be a better and more cost-effective solution which would connect UCC, College Road and the City Centre directly to Cork University Hospital and the general Wilton area.

A small number of submissions suggested the introduction of congestion charges in order to reduce private traffic and increase uptake in public transport usage.

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:

- Reduction in physical bus priority along Curraheen Road in the vicinity of Hawke's Road reducing the impact on a number of properties;
- Relocation of signal controlled priority on Curraheen Road to just west of Firgrove Gardens removing the impact on some properties and reducing it on others;
- Reduction in physical bus priority on Bishopstown Road east of Bishopscourt Road removing the need for land take from some properties;
- A quiet street is proposed along Wilton Avenue, through the CUH grounds, onto Bishopstown Avenue before connecting in with STC E at Model Farm Road. This proposal, in combination with the cycle facilities along Glasheen Road, Cottage Mews and Schoolboy Lane (described below), provide alternative safe cycle route for north-south cyclists. It is noted that this is a new addition to the STC F proposals compared to the EPR.
- Cyclists will be provided with a two-way cycle track along Glasheen Road between Wilton Road and Cottage Mews before turning onto Cottage Mews which would become a quiet street. Cyclists would then join the Schoolboy's Lane shared pedestrian/cycle facility and tie into STC E at Magazine Road. From here cyclists could re-join STC F at Wilton Road or continue along College Road. This represents a change from the EPR proposal which directed cyclists to a route through the Presentation College grounds.
- Curtailing of cycle facilities on Wilton Road approaching Bishopstown Road which reduces the impact on a number of properties;
- Wilton Road speed limit reduced to 30kph to facilitate a safer environment for cyclists who choose to stay on the STC corridor rather than using the alternatives noted above;
- Removal of cycle facilities on Wilton Road between Wilton Gardens and Dennehy's Cross resulting in a reduction in proposed land take from properties in this area. New alternative cycle routes are provided to the east and west of Wilton Road which facilitate this amendment;
- At the Carrigrohane Road junction, cyclists would diverge from the main STC route crossing to the public car park adjacent Kingsley Bridge and across the bridge itself. From here a new cycle route would be provided through the grounds of the Sacred Heart Church connecting to Western Road. From here cyclists would cross to Mardyke Walk to avail of the existing quiet street and will tie back into the bus corridor at the junction of Donovan's Road/Western Road (Bandfield).
- Curtailing of outbound bus lane on Western Road resulting in the removal of land take previously identified between Gaol Walk and Mardyke Walk.

In terms of park and ride facilities, these are also 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 the noise level. 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.

Some submissions raised concerns in relation to short sections of bus lanes which start and finish within 50 metres, particularly in the vicinity of Bishopstown Garda Station. These submissions questioned the benefit of short sections of bus lane.

A number of submission raised concerns in relation to the widening of roads along the route and in particular to the widening of the Wilton Road, stating that it is a residential area not a national route. It was stated that widening of the route is not consistent with schemes objectives, and instead promotes private car usage and creates an unsafe environment.

Concerns were raised in a number of submissions in relation to bus stops, stating 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

It is noted that 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.

4.13 Issue 13: Presentation Brothers Pedestrian and Cycle Facility

Many submissions raised concerns over the proposed pedestrian and cycle facility which will run parallel to Wilton Road through the Presentation Brothers College sports grounds. These submissions stated that the creation of an alleyway which runs along the back of a number of residential properties would lead to antisocial behaviour. Submissions raised concerns around the potential for noise pollution, illegal activity, safety and security concerns, as well as littering and fly tipping along the cycle route.

A number of submissions received suggested an alternative cycle route to the proposed facility through the Presentation Brothers College Sports Grounds. Many of these submissions suggested routing cyclists via Glasheen Road and utilising the existing facility at Schoolboy's Lane. These submissions suggested that this would be a better and more cost-effective solution which would connect UCC, College Road and the City Centre directly to Cork University Hospital and the general Wilton area.

NTA Response to Issue 13

The proposed pedestrian and cycle facility through the Presentation Brothers College sports grounds no longer forms part of the proposals.

A quiet street is proposed along Wilton Avenue, through the CUH grounds, onto Bishopstown Avenue before connecting in with STC E at Model Farm Road.

In addition, cyclists will be provided with a two-way cycle track along Glasheen Road between Wilton Road and Cottage Mews before turning onto Cottage Mews which would become a quiet street. Cyclists would then join the Schoolboy's Lane shared pedestrian/cycle facility and tie into STC E at Magazine Road. From here cyclists could re-join STC F at Wilton Road or continue along College Road.

These two proposals provide alternative safe cycle route for north-south cyclists which replace the previous option to route cyclists through the Presentation Brothers College sports grounds.

4.14 Issue 14: Miscellaneous Issues

Some residents raised concerns over the loss of character and heritage along the route, raising concerns that land acquisition would adversely impact properties due to the removal of stone walls, gardens and trees.

A number of submissions raised concerns that Wilton Road is a residential area, stating that solutions need to be appropriate and in keeping with the area. Concerns were raised that the widening of the Wilton Road would lead to negative impacts on streetscape.

Concerns were raised that the level of building and infrastructure changes associated with the STC is unlikely to be offset by the potential benefits of an improved bus service.

Concerns were raised about the need for the scheme, stating that the level of congestion currently experienced along this route is minimal even at peak times.

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.

Appendix A

Responses to Submissions on STC F

DRAFT

Submission Reference	Statement	NTA Response
NTA-C9-17	Consideration should be given to turning Lancaster Quay & Western Road into dedicated bus lanes in their entirety, with only local access to River Lee Hotel and Lancaster Quay provided.	Please refer to Section 4.10
NTA-C9-17	Removal of Cycle lanes on Western Road definitely the right decision Consideration should be given to equip Mardyke Walk with physical features to reduce vehicle speed, such as raised tables or chicanes Consideration should be given to combine both cycle tracks along Western Road, Lancaster Quay and Washington Street into a single bidirectional lane as planned along Glasheen Road. Physical segregation of cycle lanes along the entire Western Road - Lancaster Quay - Washington Street area is VITAL!	Please refer to Section 4.10
NTA-C9-17	How will the Bandstand Bus Gate be enforced? Are barriers or bollards planned? What measures are planned to avoid bus lane abuse along Washington Street? Corridor F is shown as continuing on via Patrick Street in the overview map. What measures are being planned to ensure public transport priority along Patrick Street? Relying on voluntary participation is obviously not possible given the sense of entitlement present amongst most motorists. Video surveillance, again with automatic numberplate recognition systems linked to it, is just as important to police cycle lanes as it is for enforcing bus lanes, though these will obviously have to be located in static mountings for the cycle lanes.	Please refer to Section 4.12
NTA-C9-62	it is proposed on that map to possibly acquire portion of the front of my property This will have a significant impact on the value and amenity of my offices as all car parking spaces are necessary and occupied at all times during the day.	Please refer to Section 4.3
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
NTA-C9-231	MTU provides hundreds of free parking spaces which actively discourages staff and students from taking public transport. As long as this is provided there will be heavy congestion in Bishopstown Paid parking, park and ride systems like what can be seen in UCC etc should be introduced.	Comment is noted
NTA-C9-265	I'd like to ensure that I can access my car space in front of my house I need to ensure that I have space for my bins also.	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-265	Could some accomodation be made to plant trees along this stretch of road as there are none proposed between the Wilton Avenue Junction and the entrance to Aldi	Please refer to Section 4.4
NTA-C9-273	<p>The proposed upgrade of the wilton avenue/bishopstwon road junction is extremely welcome.</p> <p>Singal priorty and removal of the central verge to allow traffic emerge both ways is very welcome .</p> <p>The additional stop adjacent to the Garda station is very good.</p> <p>The proposed upgrade of the sarfield roundabout to cycle and pedstrian prioty is very welcome.</p>	Please refer to Section 4.6
NTA-C9-327	lack of turning-space leading to the necessity of vehicles to reverse out onto the roadway.	Please refer to Section 4.5
NTA-C9-327	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 and the footpath.	Please refer to Section 4.10
NTA-C9-327	The Shanakiel traffic signal controlled elbow bend at St Anne’s hospital needs to be remedied. Its currently is a major pinch point to transiting traffic on that route.	Please refer to Section 4.12
NTA-C9-327	<p>The outward-bound Model Farm rd. bus stop can be recessed onto the old Dennehy’s showroom and the same for Victoria Rd bus stop at Dennehy’s Cross.</p> <p>The bus stop recessed will lead to improve traffic flow</p>	Please refer to Section 4.12
NTA-C9-327	<p>Bridges at Victoria Cross for River Lee crossing and Bridge crossing Curraheen River at same.</p> <p>New solution with a cycle lane and pedestrian path on the northern-western side Victoria Bridge crossing of the Lee is only a part solution for this amelioration. It ignores the other side of cycle traffic from the city.</p>	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-327	<p>Thomas David (Wellington Bridge) needs pedestrian and cycle lanes on western side and the route widened. Wilton and Poulavone roundabouts; the only issue for these is pedestrian and cycle access which could be improved by proximity sensor and push-button for traffic signals on these for this specific usage as otherwise traffic runs smoothly as is.</p> <p>A proposed cycle path through eastern side of Wilton Rd through PBC rugby grounds being accessed from Liam Lynch Park with the main exit or entrance on the Magazine Rd close to Dennehy's cross with an additional entrance/exit opposite the entrance to Wilton Gardens will not provide any solutions to cycle traffic.</p>	Please refer to Section 4.10
NTA-C9-327	Wilton and Poulavone roundabouts - This will also have added pollution issue	Please refer to Section 4.11
NTA-C9-327	There will also be issues with the parking loss for Dennehy's Cross Pharmacy, Medical Centre, Dental services and Accountancy practice	Please refer to Section 4.7
NTA-C9-327	widening both Wilton Rd and the start of Model Farm rd. and Victoria Rd- The negativity of road widening is the loss of streetscape	Please refer to Section 4.14
NTA-C9-327	<p>Bridges at Victoria Cross for River Lee crossing and Bridge crossing Curraheen River at same.</p> <p>New solution with a cycle lane and pedestrian path on the northern-western side Victoria Bridge crossing of the Lee is only a part solution for this amelioration. It ignores the other side of cycle traffic from the city.</p>	Please refer to Section 4.1
NTA-C9-327	<p>Thomas David (Wellington Bridge) needs pedestrian and cycle lanes on western side and the route widened. Wilton and Poulavone roundabouts; the only issue for these is pedestrian and cycle access which could be improved by proximity sensor and push-button for traffic signals on these for this specific usage as otherwise traffic runs smoothly as is.</p>	Please refer to Section 4.1
NTA-C9-327	<p>there will be much more noise pollution and may need added insulation and additional glazing.</p> <p>. With the reduced front garden space it will lead to issues of steeper gradients both rising and lowering to access the routes affected.</p> <p>It will also lead to reduced parking availability</p> <p>It may have a knock-on effect on increase on home insurance charges</p>	Please refer to Section 4.3
NTA-C9-327	<p>Increased traffic along with this being moved closer to the houses will lead to structure foundations being damaged</p> <p>The area is generally limestone which is prone to subsidence which can be exacerbated by extra disturbance caused by greater road traffc.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-327	. It currently has 4 traffic lanes, but wide and long vehicles inc busses encumber the other lane at the elbows. This has road safety issues as well as utilization issues. As a cyclist I have to constantly go on to the footpath during peak periods as it's too dangerous to use the roadway with lane encroachment at the bends particularly coming from the city.	Please refer to Section 4.1
NTA-C9-327	Dennehy's Cross. - There is also dangerous overtaking of stopped busses onto the outside laneways on to oncoming traffic to pass-out them out. As for widening both Wilton Rd and the start of Model Farm rd. and Victoria Rd. This has speeding traffic issues off-peak periods as is. There already exist a cycle and pedestrian/pathway through Schoolboys Lane which was recently upgraded with newly tarmacked path, lighting and CCTV.	Please refer to Section 4.1
NTA-C9-333	When looking at the proposals for Bus Connect in Map F Maps 5, 6, 7, 8 and 9 the pipe proposed is too small to allow adequate throughput. I feel that extra traffic lanes are required at each of the junctions to facilitate the flow of traffic or the whole route will seize up. The traffic heading south to Dennehy's Cross from Wilton also need a 2 x straight on and also a turn right lane The traffic heading south to Victoria Cross from Dennehy's Cross also needs 2 x straight on and also a turn left lane that could be incorporated into the last 30/ 50 meters of the bus lane	Please refer to Section 4.2
NTA-C9-333	Again heading south to Western Gateway from the city extra space must be found from house gardens in norths side of road and from wide spaces in front of UCC Western Gateway Building to allow for 2 x straight on and also a turn right lane.	Please refer to Section 4.3
NTA-C9-358	Can i suggest installing a orange (do not block) box at the Traffic light by the Crows Nest and look at the left hand Phasing of the lights coming down form Denahey's cross, and I believe this would increase the traffic flow, as the traffic often back up as people have stopped in the middle of the road and traffic is then blocked form getting across the junction, causing more congestion. rerouting the cycle lane to turn left at the crows next through the car park over the existing pedestrian bridge to link up with the Mardyke	Please refer to Section 4.10
NTA-C9-358	It is unclear how much of our garden/driveway we would loose but it looks like it could be 4/5 meters which is significate, we would loose one or 2 parking spaces and make it impossible for us to turn around on the drive (which we currently do) to drive out facing the road rather than reversing.	Please refer to Section 4.3
NTA-C9-358	It would also meaning the walking public should be that much closer to the house and reducing our privacy	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-358	We have request a face to face meeting with our liaison officer back in July however we have not received and feedback on potential dates. At present there seems to be very little engagement/consultation with residents during the "consultation" period	Please refer to Section 4.9
NTA-C9-358	I have real safety concerns with the new route. It is already difficult getting off the drive, with pedestrians coming both ways and the traffic coming form the right. By adding a 2 way cycle lane this would mean you would have to look both ways at the same time (impossible) to ensure you don't hit a cyclist coming form the left as they could be traveling at speed (electric bikes and scooters), while trying to push out into the bus and traffic lanes.	Please refer to Section 4.5
NTA-C9-378	Western Road/College Road/Mardyke Walk are essentially unchanged for cycling from the current plan, which is very short sighted. STC F Maps 9,10,11 There are no cycle lanes at all for Western Road, Mardyke Walk with heavy motor traffic to and from the sports centre, tennis club, cricket club, and Fitzgerald Park along its length is still indicated as the major cycle route into town.	Please refer to Section 4.1
NTA-C9-404	On 'Map 3' for Route F between Wilton Avenue and Bishops court Road there is a proposed bus lane for only approx 50mtrs. This bus lane is not required as it is not joined to any bus lane before or after this and so of very limited benefit and secondly 100% of the time once the traffic lights go green at Wilton Ave all the traffic gets through. A similar arguement on all the traffic getting through the lights first time can be made at the Bishopstown Bar lights and so a bus lane from there back to Westgate road is of no benefit as there is never any hold up of traffic in this section.	Please refer to Section 4.12
NTA-C9-404	Overall I support the need to bus routes from the suburbs to the city and the need for bus lanes. However there are some areas in the Bishopstown area where I know they would be of little to no benefit due to the fact that there is never a queue of traffic. Once the lights go green, all traffic gets through 100% of the time.	Please refer to Section 4.6
NTA-C9-507	As there will be increased traffic due to the change of road structure at Grange Cross, this will impact negatively on pollution and noise and cause increased traffic in the area.	Please refer to Section 4.11
NTA-C9-507	I wish to express my concerns about the proposed widening of the Grange/Frankfield Road. a number of established/old trees will need to be cut down for the widening of the road.	Please refer to Section 4.4

Submission Reference	Statement	NTA Response
NTA-C9-507	It is already very difficult and dangerous to turn right coming out of Seven Oaks, with increased traffic on the road, this will become extremely dangerous.	Please refer to Section 4.5
NTA-C9-507	While I agree that the proposed Bus Connect service that will now go straight to town rather than going through Douglas village will be beneficial, I think that each house/housing estate should be given detailed information on the proposed changes to their own estates rather than just a general overview.	Please refer to Section 4.6
NTA-C9-570	<p>A connection from Wilton Roundabout to Glasheen Road and Schoolboy's Lane is entirely feasible.</p> <p>In this regard it should be noted that Cork City Council have significantly upgraded this lane in recent years to facilitate pedestrians and cyclists. It has access both to Glasheen Road and Magazine Road.</p> <p>A further alternative would be to use the grounds of Cork University Hospital to link Bishopstown Road to Model Farm Road.</p>	Please refer to Section 4.10
NTA-C9-570	<p>We are property owners at [personal information redacted], [personal information redacted], Cork. This comprises four separate businesses/services. The rear of the buildings is used for parking for staff and service users. The nature of the services provided in this building to the local community means that easy access is an absolute necessity.</p> <p>Closing the car park would have a catastrophic impact on the services and businesses in the building and may even necessitate the closure of some of its services, representing an enormous loss to the local community, which is already experiencing a GP shortage. It also endangers the livelihoods of 20 to 30 staff members.</p>	Please refer to Section 4.7
NTA-C9-570	<p>We strongly object to the proposed cycle lane going through our premises at [personal information redacted] for the following reasons:</p> <p>It results in the complete closure of a car park that has been heavily relied upon by patients and staff of [personal information redacted] for decades. Parking in this area has long been an issue, with very few alternatives available. Removing such access will have a devastating effect on an invaluable community service in the heavily populated western area of Cork city. The closure of such services would result in the loss of 20 to 30 jobs. It has very serious security implications for these medical and pharmaceutical services, creating a haven for anti-social behaviour. This is also a consideration for the eight other residences that would be affected. It would prove to be an extremely expensive option as it would require extensive land acquisition. In our scenario, compensation would have to be paid to thriving businesses. We do not believe that alternative routing bringing the cycle path directly to [personal information redacted] is a viable option. Security concerns would be greatly increased and we would still likely lose some essential car parking spaces. We also understand that this route encompasses a cliff with a substantial drop. The proposed pathway would have an impact on the mature gardens, hedges and trees carefully nurtured by the owners for many years. We are particularly concerned about the border with the adjoining garden to our eastern side.</p>	Please refer to Section 4.7
NTA-C9-590	<p>Objection to proposed cycle lane through Presentation Brothers Rugby field</p> <p>Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.</p>	Please refer to Section 4.13
NTA-C9-590	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-590	<p>Excessive land acquisition considering there are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.</p> <p>Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.</p>	Please refer to Section 4.3
NTA-C9-590	<p>The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.</p> <p>Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists</p> <p>Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.</p>	Please refer to Section 4.5
NTA-C9-686	<p>we propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area.</p> <p>The Glasheen Road/ Schoolboy's Lane route also ties in with the proposed future cycle route to Clashduv Road as indicated on Map 5 of the route F brochure.</p> <p>In addition to Schoolboy's Lane as the main cycle/ pedestrian route, we suggest another parallel cycle route should be considered which would connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue.</p> <p>This route would connect to multiple cycle nodes such as Wilton shopping centre, CUH, Bishopstown GAA, Highfield RFU, St Catherine's primary school, Coláiste an Spioraid Naomh and a large Bishopstown residential catchment area.</p>	Please refer to Section 4.10
NTA-C9-686	<p>Although Wilton Road is an artery for transport in Cork city, it is also a residential area and therefore all options should be considered to reduce the dependency on this route where possible.</p> <p>The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential location of these roads.</p> <p>HGV's can be easily re-directed via this alternative route using positive signage e.g., on the N40 before the junction with the N22 and at the R641 junction with N22 at Victoria Cross.</p> <p>This alternative route unlike Wilton Road does not pass through a built-up residential community. The implementation of this re-direction is not dependent on any other infrastructure requirement and could be undertaken immediately. This would reduce dependency on Wilton Road, improve the quality of life for residents and other road users and is in line with the objectives of the CMATS programme.</p> <p>Furthermore, West Cork buses currently use the Western Road and Wilton Road as a legacy route to when this was the only route from the city centre to West Cork. The south city link road and the south link are far more suitable for county bus traffic which would have the added benefit of a faster and more reliable bus service direct to the city bus terminal. Alternatively, the Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this were required for some west Cork bus services. Re-routing the county buses to the more suitable roads above would remove ~50 daily bus journeys from Wilton which would enhance Wilton road use for both road users and residents.</p> <p>Longer term improvements to reduce reliance on Wilton Road as a thoroughfare is to expedite the northern distributor road and the north ring road which will reduce through traffic from Wilton Road, thereby improving bus, cycle and pedestrian flow while also improving residents' quality of life.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-686	<p>Introduction of a 30km/hr speed limit on Wilton Road</p> <p>The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits: It would significantly improve safety on the road for both road users and for the residential community. Indeed, the introduction of such a speed limit in urban areas is a key policy point of the EU Road Safety Policy Framework 2021-2030. Studies have shown that a 30km/hr limit results in traffic moving more smoothly and with minimum impact on journey time. The quality of life of the residential community would be enhanced by a reduction in both noise and air pollution. The wider adoption of 30km/hr speed limits would encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme. Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.</p>	Please refer to Section 4.10
NTA-C9-686	<p>As a family on [personal information redacted], we vigorously object to the proposed cycle lane through the presentation brother's rugby grounds which runs along the rear of ~50 homes on Wilton Road.</p> <p>The proposed cycle lane includes building an alleyway behind homes which will create an isolated haven for anti-social behavior and illegal activities.</p>	Please refer to Section 4.13
NTA-C9-690	<p>I wish to object to the proposed scheme for the following reasons:</p> <p>A third of the traffic moving down Wilton Rd is coming from the southwest and heading for the North side of the city across Thomas Davis Bridge and up Shanakeil. This traffic would be better served by a ring road on the North side of the city which would alleviate the traffic burden in Wilton. It is a demonstrable fact that without a balanced transportation system in place roads will not alleviate transportation congestion but would aggravate it, since the traffic always rises to fill capacity. So a better plan would be to build the long awaited ring road to the North and then assess traffic pressure on the Wilton Rd and adjust our road accordingly.</p>	Please refer to Section 4.10
NTA-C9-690	<p>The plans do not address the impossibility of driving the extra traffic generated by such an expansion of the road in Wilton across the beautiful 18th century stone bridge at Victoria Cross. We can only assume from this that either the plans were not properly thought through or information is deliberately being hidden from public view so as to demolish and replace the bridge at some time in the future.</p> <p>Such destruction of the antique fabric of our beautiful city would be a crime if it ever occurs but the plans as they currently stand will certainly destroy the bridge anyway by driving ever more traffic across it.</p> <p>Our home in [personal information redacted] is on a limestone outcrop high above the road.</p> <p>The vibrations from traffic have already damaged our foundations.</p> <p>By bringing the traffic closer to our homes and by increasing the amount of that traffic, these fine old buildings may be catastrophically undermined.</p>	Please refer to Section 4.2
NTA-C9-690	<p>Land Acquisition should be for the greater good but these proposals are no good for Cork City or its people.</p> <p>The proposal should be to acquire lands to the North of the city so as to complete the ring around the city. Any planning within the city should be contingent upon completion of the ring road.</p> <p>The proposal does not specify exactly how much is to be taken from our front garden so how can we be expected to agree when the National Transport authority can remove as much as it likes?</p>	Please refer to Section 4.3
NTA-C9-695	<p>All that the proposed new cycle route would achieve would be to create a secluded alleyway to the rear of over fifty homes, which would be a haven for antisocial behaviour and would create a serious security risk for the residents of the road.</p>	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-695	<p>This proposal would also have a seriously adverse effect on the business viability and parking facilities for the local Medicentre, where the GP practice and Pharmacy provide local employment and a vital community service.</p> <p>Under these proposals, many residents of Wilton Road will lose substantial space from the front of their houses, which will have a negative effect on the availability of parking for residents and visitors.</p>	Please refer to Section 4.7
NTA-C9-695	<p>The removal of this space will also make it more difficult, if not impossible, for anyone to turn their vehicle around and enter and exit safely from these properties onto the road, which will create danger both for themselves and for other road users and pedestrians.</p> <p>Lives of residents are being put at risk daily by this behaviour, and the failure of the authorities to put any protective measures in place.</p> <p>Widening the Wilton Road, without any traffic calming measures, is only likely to exacerbate the tendency towards speeds that are dangerous and inappropriate for a residential street.</p>	Please refer to Section 4.3
NTA-C9-717	Confirm right turn access and egress from Wilton Road will remain for all properties.	The current proposals retain right turn access and egress for all properties.
NTA-C9-717	<p>more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.</p> <p>Alternative cycle route via Glasheen road and Schoolboy's Lane as a greater cost and benefit effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area</p> <p>Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.</p>	Please refer to Section 4.10
NTA-C9-717	cycle lane through Presentation Brothers Rugby field - Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-717	<p>Signalisation of Wilton Roundabout :</p> <p>Works fine as is – leave well enough alone</p> <p>Concerns that Wilton Road will become even more congested during rush hours</p> <p>Pedestrians and cyclists can be facilitated without signalisation of the roundabout</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-717	<p>Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses.</p> <p>Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.</p> <p>- Progress Northern distributor road and/or North ring road</p> <p>Re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road.</p>	Please refer to Section 4.2
NTA-C9-717	<p>Objection to proposed cycle lane through Presentation Brothers Rugby field</p> <p>Alternative cycle route via Glasheen road and Schoolboy's Lane as a greater cost and benefit effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area</p>	Please refer to Section 4.10
NTA-C9-717	<p>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 the Wilton Road residents.</p>	Please refer to Section 4.11
NTA-C9-717	<p>Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.</p>	Please refer to Section 4.14
NTA-C9-717	<p>Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.</p>	Please refer to Section 4.10
NTA-C9-717	<p>Wilton Road - Excessive land acquisition considering there are better and more cost effective solutions to be considered</p> <p>proposed cycle lane through Presentation Brothers Rugby field - The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.</p>	Please refer to Section 4.3
NTA-C9-717	<p>The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.</p> <p>While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, but this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted.</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-729	The removal of front garden space in the plan also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.	Please refer to Section 4.5
NTA-C9-729	<p>object to the to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross as there are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.</p> <p>Schoolboys lane is a perfectly good cycle path and there is no need to create another cycle path through pres fields.</p> <p>Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses.</p> <p>Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.</p>	Please refer to Section 4.10
NTA-C9-729	Creating a secluded alley-way will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-729	Alternative cycle route via Glasheen road and Schoolboy's Lane as a greater cost and benefit effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area	Please refer to Section 4.10
NTA-C9-729	Bringing buses and traffic closer to my font door will pose a risk to my family's health	Please refer to Section 4.3
NTA-C9-729	The plan will negatively effect parking availability for residents and visitors to my house as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-729	object to the to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross as the plan includes excessive land acquisition The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.3
NTA-C9-729	I am deeply concerned that any road widening or bringing traffic closer to my front door will destabilise my property - there is already subsidence in the area.	Please refer to Section 4.2
NTA-C9-729	The removal of front garden space in the plan also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road. While Wilton Gardens junction urgently require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, but this must be balanced in respect to the excessive land acquisition for the homes	Please refer to Section 4.3
NTA-C9-730	traffic congestion is generally worst in the northbound direction which is often backed up from Dennehy's Cross to the Wilton Roundabout. In the opposite direction the traffic is generally only delayed from approximately Liam Lynch Park to the Wilton Roundabout There would not appear to be a significant benefit in providing a bus lane southbound from Dennehy's cross along the entire length of the Wilton rd to the Wilton Roundabout.	Please refer to Section 4.2
NTA-C9-730	As Bus gate solution as shown elsewhere in plans may work just as well to allow Busses get ahead of private vehicles from Dennehy's cross along the entire length of the Wilton rd to the Wilton Roundabout.	Please refer to Section 4.10
NTA-C9-730	Where Western Rd meets Marydyke walk, the initial design drawings show cycle lanes routed onto footpaths and no direct crossing point across the road at the Sacred Heart Church. A natural route for many people cycling both for leisure and commuting, is to turn right here and proceed to the Lee Fields walkway/cycleway. To further improve cycling safety, additional traffic calming measures could be used such as making the entire Marydyke a clearly indicated pedestrian and cycling priority, or 'cars as guest' zone. Further ahead, the area around UCC gates is currently very busy with pedestrian and cycling traffic. Current designs show cycle lanes routed onto footpaths , sending cyclists into conflict with pedestrians. Adequate junctions design and width should allow for comfortable and attractive cycle lanes at this busy junction. There is currently no safe protected cycle link from the Washington Street Cycle lanes to the South Mall Cycle Lane a short distance away. I'd request that the BusConnects remit would be expanded to include safe protected junctions and cycle route to connect these two key cycle routes in the city centre	Please refer to Section 4.1

Submission Reference	Statement	NTA Response
NTA-C9-763	There is no scope to widen Wilton road and a road of 90 houses and over 300 residents is a residential area and not a national route. Traffic should be reduced alongside noise by redirecting traffic to the South link Ring Road	Please refer to Section 4.12
NTA-C9-763	Alternative proposals should be considered instead of land acquisition along Wilton Road	Please refer to Section 4.3
NTA-C9-764	Safety concerns of residents and pedestrians, particularly the elderly and disabled should be addressed	Please refer to Section 4.1
NTA-C9-764	there is no scope to widen Wilton Road and a road of 90 houses and over 300 residents as a residential area and not a national route. The consequences of any works should be considered	Please refer to Section 4.12
NTA-C9-764	no additional land should be acquired by taking resident's gardens	Please refer to Section 4.3
NTA-C9-779	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs	Please refer to Section 4.10
NTA-C9-779	Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses. By taking this into consideration, more public support could be won	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-779	Re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road.	Please refer to Section 4.10
NTA-C9-779	Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.14
NTA-C9-779	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes. It will require excessive land acquisition. There is already an alternative cycle route via Glasheen road and Schoolboy's Lane which is a greater cost effective solution	Please refer to Section 4.13
NTA-C9-779	There are better and more cost effective solutions such as using Schoolboys Lane	Please refer to Section 4.10
NTA-C9-779	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-779	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 the Wilton Road residents.	Please refer to Section 4.3
NTA-C9-779	There will be a negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-779	A pedestrian crossing at this junction would be widely welcomed to balance the widening of road	Please refer to Section 4.12
NTA-C9-779	There is excessive land acquisition when cycle path could use Schoolboys Lane and through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.3
NTA-C9-779	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents. Quality of life of the residential community would be enhanced by a reduction in both noise and air pollution.	Please refer to Section 4.10
NTA-C9-779	The removal of front garden space means that turning cars to exit on the main Wilton Road will create a dangerous situation.	Please refer to Section 4.5
NTA-C9-780	The area usually has free flowing traffic and the intermittent nature of the bus corridor would offer minimal benefit anyway.	Please refer to Section 4.12
NTA-C9-780	Currently we have a view of [personal information redacted] and the [personal information redacted] in the distance. under the proposed plans, double decker bus passengers would only be [personal information redacted] metres from our kitchen table, with passengers looking straight in at us as we live our daily life. The proximity and the frequency of busses would drive the need for a high barrier, which would remove our view, as well as the light entering the room.	Please refer to Section 4.3
NTA-C9-780	We currently use the garden to grow fruit, vegetables and nuts, which would no longer be possible if the strip of our garden was taken. The high barrier that would be needed for privacy would block the light, meaning that the garden could no longer be used to grow anything. Our children would be deprived of space to play outside as they grow up. Furthermore, the strip taken would mean that we would not have space for a shed that we have planned for storage.	Please refer to Section 4.3
NTA-C9-782	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-782	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-782	Proposal needs to build for a sustainable future that doesn't promote private car usage. Widening Wilton Road is not consistent with this objective.	Please refer to Section 4.12
NTA-C9-782	The NTA should be looking to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. No effort to date has been made to consider the safety of such a wide and heavily trafficked road in a residential area for our children and elderly	Please refer to Section 4.10
NTA-C9-782	An alternative cycle route via Schoolboy's Lane is already in place. it would be a much better use of funds if Glasheen road was made more cycle friendly connecting UCC/ College Road/ City centre directly to CUH and the general Wilton area via that route. There is currently no signage on Glasheen Road for the Schoolboy's Lane cycle path	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-782	Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	The current proposals retain right turn access and egress for all properties. There are currently no proposals to prohibit the right turn at Dennehy's Cross for traffic travelling north on Wilton Road
NTA-C9-782	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-782	Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.3
NTA-C9-782	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-782	A pedestrian crossing at Wilton Gardens junction would be widely welcomed. Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists	Please refer to Section 4.6
NTA-C9-782	Object to the implementation of signalisation on Wilton Roundabout as Wilton Road is congested as is. Pedestrians and cyclists can be facilitated in another way.	Please refer to Section 4.2
NTA-C9-782	The removal of front garden space means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road. It is already difficult to access houses with the current 3 lane situation.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-782	<p>Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.</p> <p>Improve traffic flow by preventing surge traffic movement. Quality of life of the residential community would be enhanced by a reduction in both noise and air pollution.</p> <p>Encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme. Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.</p>	Please refer to Section 4.10
NTA-C9-792	<p>Consider options to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. A better plan would be to build the long awaited ring road to the North and then assess traffic pressure on the Wilton Rd and adjust our road accordingly</p>	Please refer to Section 4.10
NTA-C9-792	<p>Wilton Gardens junction require safety improvements for pedestrians and cyclists, and to reduce risk of RTAs. However this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted. A pedestrian crossing at this junction would be widely welcomed by all pedestrians, and especially school children crossing this road to get to schools on either direction.</p>	Please refer to Section 4.10
NTA-C9-792	<p>Creating a secluded alley-way behind homes will harbour anti-social behaviour at the rear of 50 homes. An alternative cycle route via Schoolboy's Lane is already in place.</p>	Please refer to Section 4.13
NTA-C9-792	<p>Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life on Wilton Road residents with additional noise, vibration, and air pollution</p>	Please refer to Section 4.3
NTA-C9-792	<p>Removal of front garden and driveway space will have negative impacy on parking availability for dwellers and visitors as tehre is no 'on street' or any other parking available nearby</p>	Please refer to Section 4.7
NTA-C9-792	<p>Risk of unnecessary and excessive land acquisition. There are more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road and through CUH linking Bishopstown road to the Model farm road.</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-792	Risk of subsidence to residential houses during the works and thereafter.	Please refer to Section 4.8
NTA-C9-792	The removal of front garden space in houses means removing the option of a car making a three point turn to exit from a driveway. This significantly increases the risk of causing a road traffic accident on the Wilton Road due to lack of visibility when pulling out in reverse. This is a serious potential harm to pedestrians and cyclists. The increase of road lanes to 4 will impact vulnerable city residents such as children and older pedestrians walking and crossing roads.	Please refer to Section 4.3
NTA-C9-792	A 30km/hr speed limit should be introduced on Wilton Road to improve traffic flow and would benefit safety and quality of life for the residential community	Please refer to Section 4.10
NTA-C9-801	This cycle lane will pose a security risk to the houses by creating an allyway. There is a well established cycle path at Schoolboys Lane. Please consider this alternative route	Please refer to Section 4.13
NTA-C9-801	Negative impact on residents' quality of life - increased noise and air pollution occurring in the immediate vicinity of family homes	Please refer to Section 4.11
NTA-C9-801	The reduced parking available for home owners and visitors will have a negative impact on the quality of residents' life	Please refer to Section 4.7
NTA-C9-801	Oppose the suggested widening of Wilton Road by use of land acquisition.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-801	The addition of a 30km/hr speed limit on Wilton Road would improve safety for all and have a positive impact on quality of life	Please refer to Section 4.10
NTA-C9-801	Consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in/out Cork city. Alternative safer routes with better infrastructure - that don't go through built up residential areas - already exist and should be promoted as the preferred routes i.e., South City Link Road linking in with Carraigrohane Straight Road for HGVs.	Please refer to Section 4.10
NTA-C9-801	Increased risk from cars not being able to turn in front of their houses and having to illegally reverse onto Wilton Road means there will be a lack of safe access to houses	Please refer to Section 4.5
NTA-C9-801	Has a detailed scoping of options been done to demonstrate the added value of the proposed option i.e., will there be sufficient need for/ cycling traffic on the new Wilton road cycle lane(s) to justify negative outcomes/risks? And how is the outcome of this risk/benefit analysis decided?	Please refer to Section 4.13
NTA-C9-811	There is a cycle path at Schoolboy's Lane and creating a path behind houses is unnecessary	Please refer to Section 4.13
NTA-C9-811	The widening will bring traffic closer to homes and bring more pollution - noise, fumes and vibrations	Please refer to Section 4.11
NTA-C9-811	The removal of car parking spaces will result in more difficulty to have visitors to homes	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-811	By widening the road to 4 lanes, safety concerns for walking along the road will increase, as there are already safety concerns walking home from school. Cars will have more trouble exiting the driveway	Please refer to Section 4.1
NTA-C9-813	My bedroom is at the front of the house and it will be noisy with traffic. People will be able to see in my window if buses are closer to the house	Please refer to Section 4.11
NTA-C9-813	There is already a cycle lane at Schoolboy's Lane. It is unnecessary to have strangers using a public path at the back of gardens	Please refer to Section 4.13
NTA-C9-813	Bringing traffic closer to houses will bring more noise, air and vibration pollution	Please refer to Section 4.11
NTA-C9-813	My parents are already concerned for my safety when walking to school. It will be more difficult to exit our driveway with 4 lanes of traffic.	Please refer to Section 4.1
NTA-C9-815	Objection to widening of Wilton Road for traffic that will reach a pinch point at the Victoria Cross -Carrigrohane Road where the new student accomodation has been built	Please refer to Section 4.12
NTA-C9-815	The creation of a cycle way through Presentatoin Brothers College grounds will increase unruly behavious and potential criminal activity in the area. There is an alternative cycle path known as Schoolboy's Lane	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-815	The closer proximity of a high volume of vehicles will seriously increase noise and pollution	Please refer to Section 4.11
NTA-C9-815	To take a portion of people’s driveway and gardens will seriously impact on family life.	Please refer to Section 4.3
NTA-C9-815	To take a portion of people’s driveway and gardens will seriously impact on family life by reducing parking	Please refer to Section 4.7
NTA-C9-815	Property values will be devalued by taking a portion of driveways and gardens	Please refer to Section 4.8
NTA-C9-815	The closer proximity of a high volume of vehicles (including large vehicles such as lorries and buses) will cause both structural and foundational issues to aging properties	Please refer to Section 4.2
NTA-C9-815	Entry and exit to properties will be negatively impacted by taking a portion of peoples driveways and gardens	Please refer to Section 4.5
NTA-C9-816	The residents of Wilton Road should have access to play field at the back of houses as it is a vital green lung for residents.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-818	There is an alternative cycle route via Schoolboy's Lane already in place. Use of this would avoid creating a secluded alley-way behind homes and requiring land acquisition	Please refer to Section 4.10
NTA-C9-830	A one way system could be an alternative as has been done with numerous roads in Cork City, traffic could come out of town from Wilton Road, but would enter town through Glasheen Road.	Please refer to Section 4.10
NTA-C9-830	Wilton road is a residential area and needs to be seen as such. Solutions need to be appropriate and in keeping with the area	Please refer to Section 4.14
NTA-C9-830	Alternative cycle route via Glasheen road and Schoolboy's Lane as a better and more cost effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area. Cycle lane behind houses will create a haven for anti-social behaviour, with land acquisition which may not be needed.	Please refer to Section 4.10
NTA-C9-830	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 the Wilton Road residents.	Please refer to Section 4.11
NTA-C9-830	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby. a number of the houses on the road are rented with numerous cars in their drives, not all workplaces are on the bus routes and cars are need to access the workplace.	Please refer to Section 4.7
NTA-C9-830	Excessive land acquisition considering there are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-830	Some houses are nearly 100 years old with bad subsidence already. The impact of vibration from the traffic will effect these houses substantially	Please refer to Section 4.2
NTA-C9-830	The removal of front garden space means that turning cars to exit on the main Wilton Road is creating a dangerous situation where people will have to reverse on to Wilton Road.	Please refer to Section 4.3
NTA-C9-832	The NTA should be looking to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road.	Please refer to Section 4.10
NTA-C9-832	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.	Please refer to Section 4.10
NTA-C9-832	Works fine as is – leave well enough alone Concerns that Wilton Road will become even more congested during rush hours Pedestrians and cyclists can be facilitated without signalisation of the roundabout	Please refer to Section 4.2
NTA-C9-832	Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.14
NTA-C9-832	An alternative cycle route via Schoolboy’s Lane is already in place and was only upgraded recently. Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes. The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-832	Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.3
NTA-C9-832	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-832	While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, but this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted. A pedestrian crossing at this junction would be widely welcomed.	Please refer to Section 4.3
NTA-C9-832	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-832	No effort to date has been made to consider the safety of such a wide and heavily trafficked road in a residential area for our children and elderly. Am fearful for my children when they use the footpaths on Wilton Road under current road usage. Increasing the road to a 4 lane road is counter intuitive to sustainable living and creating a safe environment for our most vulnerable city resident	Please refer to Section 4.1
NTA-C9-832	The removal of front garden space means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road. It is already difficult to access houses with the current 3 lane situation.	Please refer to Section 4.3
NTA-C9-832	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents. Improve traffic flow by preventing surge traffic movement. Quality of life of the residential community would be enhanced by a reduction in both noise and air pollution. Encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme. Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-843	This should be a key objective of the NTA, we need to make our cities a place for living and bring people into cities, and not make residential areas conduits for traffic throughput from one side of the city to the other. re-direct significant volumes of cross-city traffic away from Wilton Road via the N22,	Please refer to Section 4.10
NTA-C9-843	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.	Please refer to Section 4.10
NTA-C9-843	Widening Wilton Road is not consistent with the objective to create a sustainable future which doesn't promote private car usage.	Please refer to Section 4.12
NTA-C9-843	Concerned that with signalisation traffic will become more congested. Pedestrians and cyclists can be facilitated without signalisation	Please refer to Section 4.2
NTA-C9-843	An alternative cycle route via Schoolboy's Lane is already in place. This would avoid creating a secluded alley-way and the proposed land acquisition	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-843	Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.11
NTA-C9-843	Negative effect on parking availability for dwellers and visitors as there no on street parking or parking nearby	Please refer to Section 4.7
NTA-C9-843	While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, but this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted. A pedestrian crossing at this junction would be widely welcomed.	Please refer to Section 4.3
NTA-C9-843	Excessive land acquisition considering there are better and more cost effective solutions to be considered for cycle paths such as Schoolboys Lane via Glasheen road and through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.3
NTA-C9-843	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-843	The removal of front garden space means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road. It is already difficult to access houses with the current 3 lane situation.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-843	<p>Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.</p> <ul style="list-style-type: none"> • Improve traffic flow by preventing surge traffic movement. • Quality of life of the residential community would be enhanced by a reduction in both noise and air pollution. • Encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme. • Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane. 	Please refer to Section 4.10
NTA-C9-915	The NTA should be looking to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. Northern ring road should be built and then assess traffic pressures on the Wilton Road.	Please refer to Section 4.10
NTA-C9-915	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition and reduce capital costs.	Please refer to Section 4.10
NTA-C9-915	If signalised, Wilton roundabout could become more congested. Pedestrians and cyclists can be facilitated without signalisation.	Please refer to Section 4.2
NTA-C9-915	An alternative cycle route via Schoolboy's Lane is already in place and was upgraded recently. The proposed cycle path would create a secluded alley-way behind homes and would require land acquisition.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-915	The NTA needs to take on board what the future looks like and build for a sustainable future that doesn't promote private car usage. Widening Wilton Road is not consistent with this objective.	Please refer to Section 4.12
NTA-C9-915	Closer proximity of vehicles to resident's front doors will have negative impact in terms of additional noise, vibration, and air pollution.	Please refer to Section 4.11
NTA-C9-915	Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	The current proposals retain right turn access and egress for all properties. There are currently no proposals to prohibit the right turn at Dennehy's Cross for traffic travelling north on Wilton Road
NTA-C9-915	A pedestrian crossing at this junction would be widely welcomed.	Please refer to Section 4.12
NTA-C9-915	there are better and more cost effective solutions to be considered for cycle paths such as Schoolboys Lane via Glasheen road and through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.3
NTA-C9-915	A number of houses on the road are split level and are at more risk of subsidence.	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-915	No effort to date has been made to consider the safety of such a wide and heavily trafficked road in a residential area for children and elderly. The removal of front garden space means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.	Please refer to Section 4.3
NTA-C9-915	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents. This will improve traffic flow by preventing a surge in traffic movement. Residents quality of life will be enhanced and the use of public transport, cycling and walking, will be encouraged.	Please refer to Section 4.10
NTA-C9-916	The proposed new signalled junction will be very close to our house and represents a threat of noise pollution.	Please refer to Section 4.11
NTA-C9-916	I am very disappointed that this proposal once again ignores the obvious need for cycle lanes in both directions on that road. The proposed creation of a few metres of cycle lane around the Dennehy's Cross junction is not adequate and in fact possibly even more dangerous to cyclists as they are then forced back out into vehicle lanes.	Please refer to Section 4.1
NTA-C9-916	The current design has a setback of approximately 1 to 2 metres in depth into our front garden to facilitate a cycle lane. There will not be a westward extension of this cycle lane from our house as already decided by councillors' vote in Feb 2022 (Curraheen Rd pedestrian and cycle safety improvement scheme). I must question the logic of so great an upheaval to create such a small section of cycle lane and obviously the cost that will be involved.	Please refer to Section 4.3
NTA-C9-916	The proposal document has these trees coloured green i.e. as being retained, but given that they are immediately inside and adjacent to the garden wall it is obviously not going to be possible to retain them if 1-2m of ground is to be taken.	Please refer to Section 4.3
NTA-C9-917	Anticipate difficulty entering and leaving Baltimore Lawn due to the increased width of the road and introduction of cycle and bus lanes.	Please refer to Section 4.5
NTA-C9-917	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will discourage me from bus travel.	Please refer to Section 4.12

Submission Reference	Statement	NTA Response
NTA-C9-917	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Comment is noted
NTA-C9-917	Object to the removal of the stone walls which are characteristic of the road.	Please refer to Section 4.3
NTA-C9-917	Increases in road traffic and removal of trees and shrubs will lead to deterioration in noise and pollution levels.	Please refer to Section 4.11
NTA-C9-917	The removal of existing parking facilities from some homes will cause an increase in non-residential parking in Baltimore Lawn.	Please refer to Section 4.7
NTA-C9-917	I will find crossing the newly-widened road difficult and dangerous, and worry about these dangers in particular for my school going children.	Please refer to Section 4.1
NTA-C9-932	<p>I propose an alternative cycle route via Glasheen Road and Schoolboy's Lane. This route could link up to a future cycle route to Clashdub Road as outlined in Map 5 of the route F brochure.</p> <p>Another cycle route could be built to connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue. This would allow safe and easy movement between large centers such as Wilton shopping centre and CUH. It would also connect busy spots such as Bishopstown GAA, Highfield RFU, St Catherine's primary school, Coláiste an Spioraid Naoimh and in general the Bishopstown residential catchment area.</p>	Please refer to Section 4.10
NTA-C9-932	<p>Opposed to the proposed cycle lane through the presentation brother's rugby grounds as it is at the back of approx 50 homes on Wilton Road, many of which are family homes and house young children.</p> <p>This proposed cycle lane would bring anti-social behaviour, illegal and dangerous activities such as home break-in's, robberies and drinking and drug use to the back door of our homes. It is also very isolated for cyclist and they would be less likely to use it if they feel unsafe.</p> <p>It also involves avoidable land acquisition from family homes.</p>	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-935	Alternative cycle route via Glasheen Road and Schoolboy's Lane as a greater cost and benefit effective solution which connects UCC/College Road/City Centre directly to CUH and the greater Wilton area	Please refer to Section 4.10
NTA-C9-935	Excessive land acquisition considering there are better and more cost-effective solutions to be considered such as Schoolboys Lane via Glasheen Road or through CUH linking Bishopstown Road to the Model Farm Road.	Please refer to Section 4.10
NTA-C9-935	Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link especially for HGV traffic and County Buses (County Buses travel at high speed on the Wilton Road as Buses do not have to stop at Bus Stops on the Wilton Road). Another alternative would be to re-direct significant volumes of cross-city traffic away from the Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. Implement a Northbound and Southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.	Please refer to Section 4.10
NTA-C9-935	There is no need for signalisation on Wilton Roundabout. This would be a major concern for Wilton Road residents as the Road would become even more congested during rush hours. Pedestrians and cyclists could be facilitated without signalisation of the Roundabout.	Please refer to Section 4.3
NTA-C9-935	The proposal of a cycle lane through Presentation Rugby field would create a haven for anti-social behaviour at the rear of up to fifty houses. This proposed cycle path would require excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path. The proposed cycle lane would also be used by Deliveroo Couriers –resulting in a de-restricted high-speedzone.	Please refer to Section 4.13
NTA-C9-935	<p>Closer proximity of vehicles to residents' front doors will have a negative impact on quality of life with additional noise, vibration and air pollution for the Wilton Road residents. Under the Environmental Noise Regulations Directive, local authorities are required to make action plans to reduce ambient noise.</p> <p>The removal of our hedge would have a negative impact on birds entering our garden. Black Birds nest in our Hedge; Dunnocks feed from our Hedge; Thrushes remove snails from our Hedge. Robins and Goldfinches feed in our Garden. There are Holly Trees in our Garden and our adjacent neighbour's Garden (both Female and Male). Holly Trees are dioecious; and require both separate Male and Female plants in order for pollination to occur. Holly Tree berries are an important food source for many birds. We would not agree to any proposal to remove these Holly Trees.</p> <p>It should be noted that Bats fly at night-time at the rear of our Garden. Bats are protected by law in the Republic of Ireland under the Wildlife Act 1976 and subsequent amendments.</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-935	<p>Our house on the [personal information redacted] is in excess of 90 years old. There would be a huge concern re the vibrations of heavy machinery working on the proposed new lanes which may cause structural damage to our property.</p> <p>On the Wilton Road there are also old clay pipes; vibration of heavy machinery could severely damage these pipes – an Independent inspection would be required on our home.</p>	Please refer to Section 4.12
NTA-C9-935	It would have a negative effect on parking availability for dwellers and visitors as there is no on-street parking or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-935	Land acquisition would result in devaluation of our property.	Please refer to Section 4.8
NTA-C9-935	We refer to the Nuisance Law -A private nuisance is an interference with a person's enjoyment and use of his/her property. The law recognises that landowners, or those in rightful possession of land, have the right to the unimpaired condition of the property and to reasonable comfort and convenience in its occupation.	Please refer to Section 4.3
NTA-C9-935	<p>April 19th, 2022 -Speaking to RedFMNews, Transport Minister Eamon Ryan outlines why he is advocating for experimental measures –</p> <p>"Seeing the likes of the Wilton Road where they ran into huge problems in terms when you are taking away front gardens so that's where I think looking particularly where we learned from lessons elsewhere. It's the reallocation of existing road space where you don't have to do CPO, you don't have to chop down trees, you don't have to take front gardens. And it's those sort of solutions –they are still difficult political decisions about maybe creating Bus gates or taking lanes or giving it for cycling –it's the reallocation of existing space that can be done quickly, and that's where I think the focus should be on".</p> <p>Can you please explain the above.</p>	Please refer to section 4.10
NTA-C9-935	We also strongly object to any land acquisition. The existing land use includes private residential property and not just urban streets. The proposed plan is not replacing an existing road – it is expanding the road into private property.	Please refer to Section 4.3
NTA-C9-935	<p>Land acquisition at the front of our home could lead to destabilisation of our home as the traffic would be nearer the front exterior and our side boundary.</p> <p>Any interference with Front Gardens could have severe impact on Houses with regard to subsidence (as the Wilton area is a high subsidence zone).</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-935	Any removal of front garden space would mean that turning cars to exit on the main Wilton Road will become impossible thereby creating a dangerous situation where people will have to reverse on to the Wilton Road.	Please refer to Section 4.3
NTA-C9-935	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.	Please refer to Section 4.10
NTA-C9-941	The need for rapid access to CUH by ambulances must also be considered as currently this cannot always be achieved due to high volumes of traffic and resulting 'traffic jams' at peak times - this poses a serious risk to life and limb.	It is noted that emergency vehicles are permitted to use bus lanes and pass through bus gates.
NTA-C9-941	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road. The benefits of this solution include: Major reduction in capital costs. Provides dedicated bus lane approaching both Wilton junction and Dennehy's cross junction which combined with an integrated traffic signalling system would allow for bus preferential movement. Less negative impact on homeowners' ability to park cars and maintain their front gardens.	Please refer to Section 4.10
NTA-C9-941	Propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ Cork City centre directly to CUH and the general Wilton area. The Glasheen Road/ Schoolboy's Lane route also ties in with the potential future cycle route to Clashduv Road as indicated on Map 5 of the route F brochure. In addition to Schoolboy's Lane as the main cycle/ pedestrian route, another suggestion for a parallel cycle route which would connect Bishopstown Road to the Model Farm Road is a lane from CUH, through Bishopstown Avenue onto the Model Farm Road. This route would connect to many cycle nodes such as Wilton shopping centre, CUH, Bishopstown GAA, Highfield RFU, St Catherine's primary school, Coláiste an Spioraid Naoimh and a large Bishopstown residential catchment area.	Please refer to Section 4.10
NTA-C9-941	Alternative safer routes with better infrastructure - that don't go through built up residential areas - already exist and should be promoted as the preferred routes i.e., South City Link Road linking in with Carrigrohane Straight Road for HGVs. Also the development and commissioning of the Cork Northern Distributor Road should be prioritised to further reduce dependency on Wilton Road and improve residents' quality of life.	Please refer to Section 4.10
NTA-C9-941	Wilton Road is a built up residential area home to many families and students, thus for safety and 'clean cities' healthier living reasons, consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in/out Cork city.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-941	Strongly object to the proposed cycle lane through the Presentation Brothers Rugby grounds which runs along the read of 50 homes on the Wilton Road. The proposed cycle lane through the Presentation Brothers' rugby ground will create an isolated haven for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13
NTA-C9-941	The introduction of a 30km/hour speed limit on Wilton Road would improve safety for all (road users and community) and have a positive impact on residents' quality of life.	Please refer to Section 4.10
NTA-C9-986	Our home is built on an area of limestone outcrop with a potential for subsidence, and on a sloping driveway. Should any 'land take' of our garden be required for cycle/bus lanes it would render the driveway impossible to drive into and create difficulties for me walking a steep driveway as I have mobility issues.	Please refer to Section 4.3
NTA-C9-986	It has also been noted that at the newly opened Nido Ashlin House student complex on Bandon Road, where previously there was a layby for the bus to pull in, has now been removed so traffic is now held up while the passengers get on/off the bus. Is the plan therefore to remove	Please refer to Section 4.12
NTA-C9-986	The plan to introduce a cycle route along the rear of ~50 homes on Wilton Road is not a good plan with all the inherent downside of enclosed alleyways. Any cycle route should be in an open area. The cycle lane should be routed through the Cork University Hospital grounds which would also facilitate most of the staff there.	Please refer to Section 4.13
NTA-C9-986	The volume of traffic already on this, residential, road is unsustainable but adding additional lanes is not the answer either.	Please refer to Section 4.2
NTA-C9-986	The North Ring road should be completed first which would certainly divert a huge volume of traffic.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-986	The CMATS Plan will not achieve its objective of “ ... more than half of all journeys in the morning peak being made by public transport, cycling and walking” ... unless it first builds Park and Ride facilities at each main artery into the city and introduce shuttle bus service from there to the main populated area, i.e UCC, MTU, CUH, Docklands etc. etc	Please refer to Section 4.10
NTA-C9-986	Page 17 states the at Dennehy's Cross the bus and cycle routes merge along Victoria Cross Road with dedicated lanes in both directions. The question is will this include a land-take at the just newly constructed student accommodation at Dennehy's Cross/Carrigrohane Road and also at the yet to be built student complexes on Victoria Cross Road eastern side.?	Please refer to Section 4.3
NTA-C9-986	Our home is built on an area of limestone outcrop with a potential for subsidence, and on a sloping driveway. This would have a potential knock-on effect on the very foundations of our house.	Please refer to Section 4.8
NTA-C9-987	I also object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's Cross. The removal of front garden space will also lead to us unable to turn our cars within our own driveways and leading to residents being forced to reverse on to the main road which is already difficult to access and exit homes with the current 3 lane situation. Confirm right turn access and egress from Wilton Road will remain for all properties.	Please refer to Section 4.3
NTA-C9-987	I propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ Cork City centre directly to CUH and the general Wilton area. The Glasheen Road/ Schoolboy's Lane route also ties in with the potential future cycle route to Clashduv Road as indicated on Map 5 of the route F brochure.	Please refer to Section 4.10
NTA-C9-987	Reduce dependency on Wilton Road as main thoroughfare by relocating HGV's and county buses to more suitable routes, utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses as a genuine effort to alleviate the heavy traffic on Wilton Road would be a positive.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-987	The proposed cycle lane through the Presentation Brothers rugby ground behind our homes which represent all generations (young and old) will create an isolated haven/alley-way for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13
NTA-C9-987	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.	Please refer to Section 4.10
NTA-C9-987	Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road. Signalisation of Wilton Roundabout - Works fine as is – leave well enough alone	Please refer to Section 4.2
NTA-C9-987	I strongly object to the proposed cycle lane through the Presentation Brothers rugby grounds which runs along the rear of 50 homes on the Wilton Road. For any cyclists coming from the Wilton Roundabout direction, I envisage they will continue to use Wilton Road and it will not have the desired effect of removing cyclists from Wilton Road.	Please refer to Section 4.13
NTA-C9-987	Closer proximity of vehicles to our and other resident's front doors will have a negative impact on the quality of life of residents with additional noise, vibration, and air pollution.	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-987	<p>Wilton Road is currently already slightly wider than the road at the Victoria Cross -Carrigrohane Road junction where new student accommodation (Crows Nest Student Accommodation) has been built.</p> <p>I don't understand the benefits of widening Wilton Road when it will inevitably reach a pinch point at this junction, as there is no opportunity available to ever widen the road here due to the recently constructed apartment complex.</p>	Please refer to Section 4.12
NTA-C9-987	<p>Progression of Northern distributor road and/or North ring road</p> <p>This should be a key objective of the NTA, we need to make our cities a place for living and bring people into cities</p>	Please refer to Section 4.10
NTA-C9-987	<p>The proposed cycle path through the Presentation Brothers rugby grounds also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.</p> <p>I also object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's Cross. The removal of front garden space will have a direct impact on us as a family</p>	Please refer to Section 4.3
NTA-C9-987	<p>Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.</p>	Please refer to Section 4.8
NTA-C9-987	<p>Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists</p> <p>Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.</p>	Please refer to Section 4.6
NTA-C9-989	<p>Two issues arise here. First, it was pointed out at our meeting that as a business is operated from my property, simply recouping of valuer/ legal costs may not be adequate or sufficient to recompense me in relation to professional fees incurred directly as a result of this proposal, and that an Engineer and/or Accountant may be required once we know the full extent of the acquisition.</p> <p>My clientele come from a wide catchment area including Cork and Kerry. A significant number of them are elderly patients who are being treated for arthritis and associated symptoms. Practically all of these patients drive to my clinic, or are driven by their relatives. In that context it is crucial that they generally have unimpeded access to my property.</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-989	As was outlined at our meeting and set out above, I have serious concerns in relation to the potential negative impact on the operation and viability of my business. However, in view of the fact that I cannot be given an accurate or specific indication of exactly how much of my property will be acquired, it is impossible to make an intelligent assessment of the proposals and therefore make a coherent response at this point in time.	Please refer to Section 4.3
NTA-C9-989	At our meeting it was pointed out to your representatives that the rationale for having two cycle routes, one to the front of my property and one to the rear had, in our opinion, not been adequately justified. Secondly, the use of a new lane for both buses and cyclists runs counter to the underlying philosophy of having segregated lanes for the different modes of travel.	Please refer to Section 4.13
NTA-C9-989	At present, my property has 5 permitted off road parking spaces. See attached photo. These spaces are used for my own use and that of my clientele. The loss of any spaces will have a significant impact on my business.	Please refer to Section 4.7
NTA-C9-989	Unfortunately, your representatives were unable to specify the exact quantum of land to be acquired from me at this juncture as they advised that no topographical surveys had been carried out to date, and that further surveys require to be done before a definitive answer could be provided in that regard	Please refer to Section 4.3
NTA-C9-993	I object to the proposed cycle lane through the presentation brother's rugby grounds which runs along the rear of Wilton Road. This proposed cycle lane involves building an alleyway behind homes which will create an isolated haven for anti-social behaviour and illegal activities such as home break-in's, robberies, fly-tipping, and substance abuse.	Please refer to Section 4.13
NTA-C9-1018	Concern over the proposed new signalled junction due to potential noise disruption	Please refer to Section 4.11
NTA-C9-1018	Proposed cycle lane will only run for 5 metres to the Melbourn Road junction	Please refer to Section 4.1
NTA-C9-1018	The current busconnects design has a setback of approximately 1 to 2 metres in depth into our front garden.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1035	Look at 1)Carrigrohane “straight road” where nobody lives and, 2) to look at schoolboys lane where nobody lives	Please refer to Section 4.10
NTA-C9-1035	Objection to the cycle lane that originates from nowhere near the junction of Wilton Gardens and Wilton road. Its presence makes a profound demand on the houses on the west side of the road (North end)	Please refer to Section 4.3
NTA-C9-1035	The removal of parking spaces in our front gardens creates further local parking hazards and may result in us having to reverse on to Wilton Road	Please refer to Section 4.7
NTA-C9-1035	Look at any possibility that reduces land take e.g. an alternating bus lane and to keep seeking alternatives	Please refer to Section 4.3
NTA-C9-1038	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road. Confirm right turn access and egress from Wilton Road will remain for all properties.	Please refer to Section 4.3
NTA-C9-1038	The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.3
NTA-C9-1038	Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy’s Lane.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1038	There are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen Road or through CUH linking Bishopstown road to the Model Farm Road.	Please refer to Section 4.10
NTA-C9-1038	Reduce dependency on Wilton Road as main thoroughfare by relocating HGV's and county buses to more suitable routes. Utilise alternatives, more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses. A genuine effort to alleviate the heavy traffic on Wilton Road would be a positive way to alleviate traffic on Wilton Gardens junction.	Please refer to Section 4.10
NTA-C9-1038	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-1038	Any proposed traffic light signalisation on the junction outside our house again only adds to the noise due to the vehicles starting, stopping, revving their engines and potentially the repeated noise of audio signals for pedestrians.	Please refer to Section 4.11
NTA-C9-1038	Implement a northbound and southbound alternating bus lane on Wilton Road	Please refer to Section 4.10
NTA-C9-1038	Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road	Please refer to Section 4.2
NTA-C9-1038	Objection to proposed cycle lane through Presentation Brothers Rugby field	Please refer to Section 4.13
NTA-C9-1038	Proposed signalised junction would increase noise and air pollution at the property	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1038	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 the Wilton Road residents.	Please refer to Section 4.11
NTA-C9-1038	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1038	The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.3
NTA-C9-1038	I strongly object to any land acquisition from my property.	Please refer to Section 4.3
NTA-C9-1038	Any interference with Front Gardens could have severe impact on Houses with regard to subsidence (as the Wilton area is a high subsidence zone). All houses on the Wilton Road should be independently accessed regarding possible under-pinning	Please refer to Section 4.3
NTA-C9-1061	A footbridge from CUH to Wilton shopping centre, to allow pedestrian access safely to both buses stops	Please refer to Section 4.10
NTA-C9-1061	We would query the proposed bus stop on Bishopstown road, moving the existing stop from directly outside Wilton Shopping Centre does not appear feasible.	Please refer to Section 4.12

Submission Reference	Statement	NTA Response
NTA-C9-1061	There are concerns with the proposed layout of the green on Curraheen road at the junction with Westgate road.	Please refer to Section 4.11
NTA-C9-1061	The loss of land to the Credit Union, given works recently undertaken and the need for car parking spaces, could be problematic The loss of car parking spaces at TSB on Curraheen road could have huge traffic impacts and needs to be explored.	Please refer to Section 4.7
NTA-C9-1061	Renovate the derelict building at 4 Wilton Park Villas Request consideration to a playground, as a community dividend, on green spaces in Cardinal Court	There are currently no proposals to include these features in the proposed scheme
NTA-C9-1061	There are concerns with the proposed changes to the green on Curraheen road at Firgrove Avenue. The number of trees indicated on the map is not consistent with the number of trees currently on the green.	Please refer to Section 4.3
NTA-C9-1061	We would query the proposed walkway into the Presentation Brothers College Sports Ground which, while welcome, could have negative social consequences that must be addressed at pre-planning stages.	Please refer to Section 4.13
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.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1111	The removal of front garden space means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road. It is already difficult to access houses with the current 3 lane situation. Confirm right turn access and egress from Wilton Road will remain for all properties.	Please refer to Section 4.3
NTA-C9-1111	Build the long awaited ring road to the North	Please refer to Section 4.10
NTA-C9-1111	Alternating bus lane on Wilton Road Implement a northbound and southbound alternating bus lane on Wilton Road	Please refer to Section 4.10
NTA-C9-1111	An alternative cycle route via Schoolboy's Lane is already in place and was only upgraded recently.	Please refer to Section 4.10
NTA-C9-1111	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-1111	Objection to the signalisation of Wilton Roundabout	Please refer to Section 4.12
NTA-C9-1111	Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1111	Objection to proposed cycle lane through Presentation Brothers Rugby field Cyclists coming from the Wilton Roundabout direction, I envisage they will continue to use Wilton Road and it will not have the desired effect of removing cyclists from Wilton Road.	Please refer to Section 4.13
NTA-C9-1111	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross	Please refer to Section 4.14
NTA-C9-1111	Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.11
NTA-C9-1111	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1111	A pedestrian crossing at Wilton Gardens junction would be widely welcomed.	Please refer to Section 4.6
NTA-C9-1111	The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.3
NTA-C9-1111	Excessive land acquisition considering there are better and more cost effective solutions	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1111	Consideration needed of residents views on how to improve Wilton Road and ease congestion.	Please refer to Section 4.9
NTA-C9-1111	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-1111	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.	Please refer to Section 4.10
NTA-C9-1119	The removal of front garden space will also lead to us unable to turn our cars within our own driveways and leading to residents being forced to reverse on to the main Wilton Road which is already difficult to access and exit homes with the current 3 lane situation.	Please refer to Section 4.3
NTA-C9-1119	Implement a northbound and southbound alternating bus lane on Wilton Road	Please refer to Section 4.10
NTA-C9-1119	Any cyclists coming from the Wilton Roundabout direction, I envisage they will continue to use Wilton Road I propose an alternative cycle route via Glasheen Road and Schoolboy's Lane	Please refer to Section 4.10
NTA-C9-1119	Build the long-awaited ring road to the North and then assess traffic pressure on the Wilton Rd	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1119	The proposed cycle lane through the Presentation Brothers rugby ground will create an isolated haven/alley-way for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13
NTA-C9-1119	Objection to the signalisation of Wilton Roundabout	Please refer to Section 4.12
NTA-C9-1119	Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	Please refer to Section 4.2
NTA-C9-1119	Pinch point at Carrigrohane Road junction will remain Reduce dependency on Wilton Road as main thoroughfare by relocating HGV's and county buses to more suitable routes	Please refer to Section 4.2
NTA-C9-1119	I strongly object to the proposed cycle lane through the Presentation Brothers rugby grounds which runs along the rear of 50 homes on the Wilton Road.	Please refer to Section 4.13
NTA-C9-1119	Closer proximity of vehicles to our and other resident's front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.11
NTA-C9-1119	The proposed cycle path also requires excessive land acquisition from individual homeowners	Please refer to Section 4.3
NTA-C9-1119	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-1119	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.	Please refer to Section 4.10
NTA-C9-1119	Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists	Please refer to Section 4.10
NTA-C9-1120	Duplicate submission of NTA-C9-1119	See response to NTA-C9-1119
NTA-C9-1152	Support for cycle lane on Model Farm Road	Please refer to Section 4.6
NTA-C9-1152	For MTU and CUH, a Park-and-Ride could be strategically located	Please refer to Section 4.10
NTA-C9-1156	Concern over access and agres to resident's properties	Please refer to Section 4.5
NTA-C9-1156	Prioritise Northern Distributer Road and North Ring Road. Fully utilise the Straight Road. HGVs and some bus routes could be rerouted to the Straight Road and to the South Link Road	Please refer to Section 4.10
NTA-C9-1156	Consider revisiting an alternating bus lane on the road. Can you confirm that the need for this second bus lane is actually to facilitate a Light Rail scheme?	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1156	Find alternative safe routes for cyclists away from busy roads	Please refer to Section 4.10
NTA-C9-1156	Loss of privacy and increased noise pollution will occur as properties proximity to the road is reduced. Front gardens will become a concrete car park.	Please refer to Section 4.11
NTA-C9-1156	Objection to the removal of current parking facilities	Please refer to Section 4.7
NTA-C9-1156	Objection to the removal of trees and shrubs	Please refer to Section 4.3
NTA-C9-1156	Demand for Park & Ride facilities in the western suburbs	Please refer to Section 4.10
NTA-C9-1156	Demand for measurements to be included on maps	This comment is noted
NTA-C9-1156	This area has had serious issues with subsidence of properties	Please refer to Section 4.8
NTA-C9-1217	Improve access to schools to remove pinch points during peak hours	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
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	Please refer to Section 4.12
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	Please refer to Section 4.10
NTA-C9-1217	Concern over demand for cycle lanes due to the weather	Comment is noted
NTA-C9-1217	The built environment is responsible for 75% of global greenhouse emissions. The level of building and changes to infrasturture for this proposal is unlikely to be offset by the potential benefits of an improved bus service	Please refer to Section 4.14
NTA-C9-1222	People will have to reverse on to Wilton Road. It is already difficult to access houses with the current 3 lane situation. The impact of the new junction will make this harder or impossible for us and our guests to park or turn around in the drive way	Please refer to Section 4.5
NTA-C9-1222	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of a number of family homes	Please refer to Section 4.13
NTA-C9-1222	Will the junction have priority or lights for the houses that as exiting onto the junction?	Please refer to Section 4.5
NTA-C9-1222	Objection to the proposed cycle lane through Presentation Brothers Rugby field	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1222	Closer proximity of vehicles to resident's front doors will cause additional noise, vibration, and air pollution.	Please refer to Section 4.11
NTA-C9-1222	Risk of subsidence to residential houses during the works	Please refer to Section 4.12
NTA-C9-1222	Who would be responsible for maintaining the alleyway? Lights, rubbish, CCTV	Please refer to Section 4.13
NTA-C9-1222	The proposed path of the proposed cycle lane through Presentation Brothers Rugby field is going through a person's drive. Objection to the removal of front garden space at Wilton Gardens junction. Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life of Wilton Road residents	Please refer to Section 4.13
NTA-C9-1222	Risk of subsidence to residential houses - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-1222	Potential cycle lanes cross current drives and access ways with restricted sight lines which would leave little reponse times for cyclists to react to vehicles	Please refer to Section 4.5
NTA-C9-1222	Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists	Please refer to Section 4.6
NTA-C9-1251	If excessive amounts of our drives are taken, we will not be able to turn our cars to drive out onto the main road, therefore forcing us to reverse out onto the busy road.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1251	Other routes need to be investigated such as the North Ring Road	Please refer to Section 4.10
NTA-C9-1251	The proposed cycle lane through Presentation Brothers Playing Pitch as this will create an alley behind residential homes. I am concerned about the any social behaviour that will take place here	Please refer to Section 4.13
NTA-C9-1251	I object to the extra bus lane as this will mean that vehicles will be closer to our houses	Please refer to Section 4.3
NTA-C9-1251	Consider reducing dependency on Wilton Road as main thoroughfare.	Please refer to Section 4.10
NTA-C9-1251	I strongly oppose the cycle lane, which runs through Presentation Brothers Playing Pitch	Please refer to Section 4.13
NTA-C9-1251	There is excessive land acquisition of people's private properties on Wilton Road	Please refer to Section 4.3
NTA-C9-1251	The proposed cycle path through Presentation Brothers Playing Pitch requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.13
NTA-C9-1251	Increased road width will increase the risk of subsidence and structural damag	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-1256	I fail to see how adding even more sets of traffic lights can improve bus travel times.	Please refer to Section 4.12
NTA-C9-1256	The level of congestion is minimal even at peak times	Please refer to Section 4.14
NTA-C9-1256	Closer proximity of vehicles to residents front doors will have a negative quality of life for residents and their families. Removal of trees and gardens will have a negative environmental impact	Please refer to Section 4.11
NTA-C9-1256	Objection to the removal of trees on Model Farm Road	Please refer to Section 4.3
NTA-C9-1256	Objection to the acquisition of resident's gardens	Please refer to Section 4.3
NTA-C9-1256	Widening roads for more heavy traffic is unsafe for children and the elderly	Please refer to Section 4.1
NTA-C9-1263	Take back the existing abundant streetspace and repurpose it for pedestrians and cyclists. This could include banning all private cars within a certain radius such as 5km of the city, enforcing low 15/30kmh speed limits, and subsidising carsharing and ridesharing schemes ,	Please refer to Section 4.10
NTA-C9-1263	Introducing an extra bus lane only would allow the schemes objectives to be met without causing unnecessary disruption	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1263	Consider divertting HGVs and country buses away from Wilton Road towards roads such as the Carrigohane Straight and the Link	Please refer to Section 4.10
NTA-C9-1263	Objection to the proposed cycle lane through Presentation Brothers sports field. Most people will take the direct route down wilton road and use the bus lane.	Please refer to Section 4.13
NTA-C9-1263	Proposals involve excessive acquisition of residents property	Please refer to Section 4.3
NTA-C9-1263	Demand for a 15/30kmh speed limit on the Wilton Road	Please refer to Section 4.10
NTA-C9-1268	Reduced turning space within residents' properties along the northern end of Wilton Road resulting in the need to reverse out onto Wilton Road	Please refer to Section 4.3
NTA-C9-1268	Due to the existing steepness of the driveway, a reduction in the garden will necessitate regrading the garden/parking area to a lower level. This will result in the need to provide steps up to my front door which is a significant quality of life issue for access / egress of older and infirm residents.	Please refer to Section 4.3
NTA-C9-1268	Before the adoption of a signalised junction at Wilton Gardens, consider the potential outcome of the interaction of the lights at this junction and at Dennehy's Cross junction. It is necessary to ensure that residents living between the two junctions can turn right when exiting their homes.	The current proposals retain right turn access and egress for all properties. Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1268	Use existing cycle lane via Schoolboy's Lane as oppose to the proposed cycle lane through the Presentation Brother's sports grounds	Please refer to Section 4.10
NTA-C9-1268	Support for Wilton Road route design option No. 2 from the route assessment process proposed an alternating southbound and northbound bus lane on Wilton Road and would not necessitate an additional bus lane.	Please refer to Section 4.10
NTA-C9-1268	The proposed cycle lane through the Presentation Brother's sports grounds will give easy access / egress to our homes for robberies and will give rise to anti-social behaviour	Please refer to Section 4.13
NTA-C9-1268	Consider redirecting traffic from the Wilton Road to the Northern Distributor Road, once constructed, via the N22. In the short term, prior to construction of the Northern Distributor Road, it is still possible to reduce the number of HGV's and county buses on Wilton Road by using signage to divert them via the N22.	Please refer to Section 4.10
NTA-C9-1268	Signage is needed at both ends of the Schoolboy's Lane cycle lane as there is currently no signage indicating its existence.	Please refer to Section 4.10
NTA-C9-1268	Objection to the proposed cycle lane through the Presentation Brother's sports grounds	Please refer to Section 4.13
NTA-C9-1268	I object to the proposed widening of the road from Dennehy's Cross to just beyond the junction with Wilton Gardens for cycle lanes given that the Schoolboy's Lane cycle track runs parallel to Wilton Road	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1268	The introduction of an additional bus lane on Wilton Road will result in vehicles being in closer proximity to resident's houses and will have a negative impact on quality of life in terms of additional noise, vibration, air pollution	Please refer to Section 4.11
NTA-C9-1268	Objection to the removal of parking of the houses along the northern end of Wilton Road in an area where there is no alternative on-road parking available.	Please refer to Section 4.7
NTA-C9-1268	Objection to the proposal to take approx. 4m from the front of the houses along the northern end of Wilton Road	Please refer to Section 4.3
NTA-C9-1268	The need for excessive land acquisition from the homes directly impacted at this junction of Wilton Road and Wilton Gardens should be revisited.	Please refer to Section 4.3
NTA-C9-1268	The introduction of an additional bus lane on Wilton Road will increase the risk of subsidence	Please refer to Section 4.8
NTA-C9-1268	Reduce the speed limit on Wilton Road to 30km/hr	Please refer to Section 4.10
NTA-C9-1268	The junction of Wilton Road and Wilton Gardens does require safety improvements	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1268	Real time roadside surveys should be conducted to determine if the desired times can be achieved with an alternating bus lane	Please refer to Section 4.9
NTA-C9-1271	Objection to the proposed widening of the Wilton road corridor from Wilton roundabout to Dennehy cross	Please refer to Section 4.14
NTA-C9-1293	Alternative cycle route via Glasheen Road and Schoolboy's Lane. Another suggestion for a parallel cycle route which would connect Bishopstown Road to the Model Farm Road is a lane from CUH, through Bishopstown Avenue onto the Model Farm Road.	Please refer to Section 4.10
NTA-C9-1293	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road.	Please refer to Section 4.10
NTA-C9-1293	The proposed cycle lane through the Presentation Brothers' rugby ground behind homes of residents may create an isolated haven for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13
NTA-C9-1293	Consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in/out Cork city. Alternative routes exist i.e., South City Link Road linking in with Carrigrohane Straight Road for HGVs. The development and commissioning of the Cork Northern Distributor Road should be prioritised	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1293	Objection to the proposed cycle lane through the Presentation Brothers' rugby grounds which runs along the rear of ~50 homes on the Wilton Road.	Please refer to Section 4.13
NTA-C9-1293	The introduction of a 30km/hour speed limit on Wilton Road would improve safety for all and have a positive impact on residents' quality of life.	Please refer to Section 4.10
NTA-C9-1293	Please consider a full roadside survey and traffic light preferential sequencing to determine if these times would actually be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1296	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road.	Please refer to Section 4.10
NTA-C9-1296	Alternative cycle route via Glasheen Road and Schoolboy's Lane. Another suggestion for a parallel cycle route which would connect Bishopstown Road to the Model Farm Road is a lane from CUH, through Bishopstown Avenue onto the Model Farm Road.	Please refer to Section 4.10
NTA-C9-1296	The proposed cycle lane through the Presentation Brothers' rugby ground behind homes of residents may create an isolated haven for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1296	Consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in/out Cork city. Alternative routes exist i.e., South City Link Road linking in with Carrigrohane Straight Road for HGVs. The development and commissioning of the Cork Northern Distributor Road should be prioritised	Please refer to Section 4.10
NTA-C9-1296	Objection to the proposed cycle lane through the Presentation Brothers' rugby grounds which runs along the rear of ~50 homes on the Wilton Road.	Please refer to Section 4.13
NTA-C9-1296	The introduction of a 30km/hour speed limit on Wilton Road would improve safety for all and have a positive impact on residents' quality of life.	Please refer to Section 4.10
NTA-C9-1296	Please consider a full roadside survey and traffic light preferential sequencing to determine if these times would actually be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1309	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road.	Please refer to Section 4.10
NTA-C9-1309	Alternative cycle route via Glasheen Road and Schoolboy's Lane. Another suggestion for a parallel cycle route which would connect Bishopstown Road to the Model Farm Road is a lane from CUH, through Bishopstown Avenue onto the Model Farm Road.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1309	The proposed cycle lane through the Presentation Brothers' rugby ground behind homes of residents may create an isolated haven for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13
NTA-C9-1309	Consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in/out Cork city. Alternative routes exist i.e., South City Link Road linking in with Carrigrohane Straight Road for HGVs. The development and commissioning of the Cork Northern Distributor Road should be prioritised	Please refer to Section 4.10
NTA-C9-1309	Objection to the proposed cycle lane through the Presentation Brothers' rugby grounds which runs along the rear of ~50 homes on the Wilton Road.	Please refer to Section 4.13
NTA-C9-1309	The introduction of a 30km/hour speed limit on Wilton Road would improve safety for all and have a positive impact on residents' quality of life.	Please refer to Section 4.10
NTA-C9-1309	Please consider a full roadside survey and traffic light preferential sequencing to determine if these times would actually be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1318	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1318	Alternative cycle route via Glasheen road and Schoolboy's Lane as a better and more cost effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area. It seems illogical that you are proposing a 2nd bicycle lane when there is one 50meters parallel to it	Please refer to Section 4.10
NTA-C9-1318	Utilise alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses.	Please refer to Section 4.10
NTA-C9-1318	Implement a northbound and southbound alternating bus lane on Wilton Road	Please refer to Section 4.10
NTA-C9-1318	There are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.10
NTA-C9-1318	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes. It makes homes on the Wilton Road very vulnerable to break ins	Please refer to Section 4.13
NTA-C9-1318	Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route	Please refer to Section 4.13
NTA-C9-1318	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 the Wilton Road residents.	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1318	The noise and dust during any roadworks will affect people working from home	Please refer to Section 4.11
NTA-C9-1318	Objection to the removal of parking for dwellers and visitors and the lack of alternatives	Please refer to Section 4.7
NTA-C9-1318	The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.3
NTA-C9-1318	Objection to potential excessive land acquisition	Please refer to Section 4.3
NTA-C9-1318	Area is at risk of subsidence. No reassurance or risk analysis carried out to houses on Wilton Road regarding subsidence occurrence if road is widened	Please refer to Section 4.8
NTA-C9-1318	Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists	Please refer to Section 4.6
NTA-C9-1318	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.	Please refer to Section 4.10
NTA-C9-1321	Confirm right turn access and egress from Wilton Road will remain for all properties.	The current proposals retain right turn access and egress for all properties.

Submission Reference	Statement	NTA Response
NTA-C9-1321	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road	Please refer to Section 4.3
NTA-C9-1321	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road	Please refer to Section 4.10
NTA-C9-1321	The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads. The N40 South City Link Road and the N27 South Link are far more suitable for county bus traffic that currently travels through the Wilton Road and Western Road. Alternatively, the N22 Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this was required for some West Cork bus services. Consider expediting the Northern Distributer Road and the North Ring Road which will reduce through traffic from Wilton Road.	Please refer to Section 4.10
NTA-C9-1321	The needs of pedestrian's, bicycles and busses can be managed on an improved Wilton roundabout system such as a 'Dutch' style roundabout	Please refer to Section 4.10
NTA-C9-1321	Consider an alternative cycle route via Glasheen Road and Schoolboy's Lane. The Glasheen Road/ Schoolboys Lane route ties in with the proposed future cycle route to Clashduv Road. Consider a parallel cycle route should be considered which would connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue.	Please refer to Section 4.10
NTA-C9-1321	The proposed cycle lane will result in building an alleyway behind homes which will create an isolated haven for anti-social behaviour and illegal activities such as home break-in's, robberies, fly-tipping, and substance abuse.	Please refer to Section 4.13
NTA-C9-1321	Objection to the signalisation of Wilton roundabout. A signalled junction, even one which is linked to a central computerised control system, will create gridlock on Wilton Road, Sarsfield Road Bandon Road and Glasheen road	Please refer to Section 4.12

Submission Reference	Statement	NTA Response
NTA-C9-1321	Confirm right turn at Dennehy's cross will remain for traffic heading North on Wilton Road	Please refer to Section 4.2
NTA-C9-1321	Objection to the proposed widening of Wilton Road from the Wilton Gardens junction to Dennehy's Cross for cycle lanes. Objection to the proposed cycle lane at presentation brother's sports grounds	Please refer to Section 4.13
NTA-C9-1321	. Closer proximity of vehicles to resident's front doors also has a negative impact on quality of life with additional noise, vibration and air pollution	Please refer to Section 4.11
NTA-C9-1321	Objection to the removal of parking by removing large amounts of land from the front of homes on the Wilton Road. There is no on street or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1321	The proposed cycle path requires excessive land acquisition from some individual homeowners and businesses at either end of the proposed cycle path	Please refer to Section 4.3
NTA-C9-1321	Closer proximity of vehicles to resident's houses increases the risk of potential subsidence for Wilton Road homes	Please refer to Section 4.2
NTA-C9-1321	Consider the introduction of a 30km/hr speed limit on Wilton Road	Please refer to Section 4.10
NTA-C9-1321	Wilton Gardens junction does require safety improvements to prevent traffic accidents and make pedestrian/ cycle use safer	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1321	Wilton roundabout does require improvements in terms of pedestrian and bike lanes crossings	Please refer to Section 4.6
NTA-C9-1321	Consider a full roadside survey and traffic light preferential sequencing be undertaken to determine if these times would be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1326	Cars will have to exit driveways by reversing directly onto Wilton Road. This significantly increases risk of causing RTAs on the Wilton Road due to lack of visibility when pulling out in reverse.	Please refer to Section 4.5
NTA-C9-1326	An alternative cycle route via Schoolboy's Lane is already in place.	Please refer to Section 4.10
NTA-C9-1326	Consider alternative cycle lanes such as Schoolboys Lane via Glasheen road and through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.10
NTA-C9-1326	Creating a secluded alley-way behind homes will harbour anti-social behaviour at the rear of up to fifty homes, with implications also for home security.	Please refer to Section 4.13
NTA-C9-1326	Consider options to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. Consider building the long awaited ring road to the North	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1326	Closer proximity of vehicles to resident's front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.11
NTA-C9-1326	Removal of front garden/driveway space will have negative impact on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1326	Wilton Gardens junction require safety improvements for pedestrians and cyclists, and to reduce risk of RTAs. A pedestrian crossing at this junction would be widely welcomed by all	Please refer to Section 4.6
NTA-C9-1326	Objection to excessive land acquisition for the homes directly impacted at the Wilton Gardens junction which currently includes two sides of homes being impacted.	Please refer to Section 4.3
NTA-C9-1326	Risk of subsidence to residential houses during the works and thereafter.	Please refer to Section 4.8
NTA-C9-1326	Introduce a 30km/hr speed limit on Wilton Road	Please refer to Section 4.10
NTA-C9-1341	<p>Introduce a 30km/hr speed limit on Wilton Road to improve road safety.</p> <p>Encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme.</p> <p>Trial free or reduced public transport fares and evaluate the impact on car traffic volumes versus the capital cost of widening roads to facilitate more car traffic</p> <p>Support combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.</p> <p>Signalisation of Wilton Roundabout – this works well as is and should not be modified</p> <p>Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road</p> <p>Confirm right turn access and egress from Wilton Road will remain for all properties.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1341	The NTA should be looking to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. Consider the ring road to the North and progress the Northern distributor road	Please refer to Section 4.10
NTA-C9-1341	An alternative cycle route via Schoolboy's Lane is already available having been refurbished recently and is only y 500m from the proposed Presentation College rugby field cycle lane and runs parallel to it. Could the Glasheen road be made more cycle friendly connecting UCC/ College Road/ City centre directly to CUH and the general Wilton area via that route?	Please refer to Section 4.10
NTA-C9-1341	As an alternative (and cheaper) measure, implement a northbound and southbound alternating bus lane on Wilton Road, which would remove the requirement for land acquisition on Wilton Road and save on the capital costs involved.	Please refer to Section 4.10
NTA-C9-1341	I fear that installing a secluded alley-way behind homes will create a magnet for anti-social behaviour, at the back of up to fifty homes.	Please refer to Section 4.13
NTA-C9-1341	Objection to proposed cycle lane through Presentation Brothers Rugby field	Please refer to Section 4.13
NTA-C9-1341	Closer proximity of vehicles to residents' front doors will have a negative impact on the quality of life of Wilton Road residents with additional noise, vibration, and air pollution.	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1341	There will be a negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1341	The proposed reduction in the size of front gardens means that in the future, many cars exiting from homes onto the Wilton Road will not be able to complete the required manoeuvre within the curtilage of their properties and will have to reverse on to the Road , creating a dangerous situation.	Please refer to Section 4.3
NTA-C9-1341	The proposed cycle path take too much land from individual homeowners and businesses along the route	Please refer to Section 4.3
NTA-C9-1341	The proposed safety improvements to Wilton Gardens junction is welcome, but this must be balanced against the proposed (and excessive land) acquisition for homes affected at this junction, with two sides of homes being impacted.	Please refer to Section 4.6
NTA-C9-1341	What assurances can be given that there will be no ensuring subsidence to residential houses either during the constructions or afterwards?	Please refer to Section 4.8
NTA-C9-1341	Has any environmental baselining been done to show the situation today and predict what the impact might be should the proposal go ahead in its current form.	Please refer to Section 4.9
NTA-C9-1356	This plan will cause increased traffic volumes on the Well Road and will turn this busy narrow residential road into an even busier thoroughfare.	Please refer to Section 4.2
NTA-C9-1356	I cannot agree with a proposal that involves taking part of my property including my mature front garden, a very old wall, and parking spaces	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1356	Concern over risk of subsidence due to increased traffic flows in particular from heavy vehicles on the Well Road	Please refer to Section 4.8
NTA-C9-1379	Consider a Dutch Style roundabout for Wilton roundabout	Please refer to Section 4.10
NTA-C9-1379	A signalled junction even one (and in some circumstances especially) which is linked to a central computerised control system will create gridlock on Wilton Road, Sarsfield Road Bandon Road and Glasheen road as it will inevitably create traffic build up	Please refer to Section 4.2
NTA-C9-1379	The current plan to block cars entering and exiting from Liam Lynch park at Wilton Road will not improve anything	Please refer to Section 4.2
NTA-C9-1379	Bicycle users much prefer to maintain momentum in a safely designed roundabout than stopping at signals.	Please refer to Section 4.10
NTA-C9-1379	There needs to be pedestrian crossings at the Wilton road junction	Please refer to Section 4.6
NTA-C9-1379	There are safety concerns with the replacement of a roundabout with a signalled junction as illustrated by studies comparing US road fatalities 12.4/100,000 where there are virtually no roundabouts to Ireland 1.4 /100	Please refer to Section 4.1
NTA-C9-1427	Suggest that the proposed additional lanes from the west are terminated at the junction of Firgrove Gardens and Curraheen Road to help traffic flow through Looneys Cross	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1427	Suggest that the proposed additional lanes from the west are terminated at the junction of Firgrove Gardens and Curraheen Road to help traffic flow through Looneys Cross	Please refer to Section 4.10
NTA-C9-1427	Objection to potential land acquisition of the existing wall, entrance and hedge/trees which will increase noise and light pollution	Please refer to Section 4.3
NTA-C9-1427	The reduction in the size of the grounds of the property and especially the removal of space at the front severely compromises the value of the property	Please refer to Section 4.8
NTA-C9-1427	Objection to potential land acquisition of the existing wall, entrance and hedge/trees.	Please refer to Section 4.3
NTA-C9-1427	Objection to potential land acquisition of the existing wall, entrance and hedge/trees that provide privacy	Please refer to Section 4.3
NTA-C9-1427	The impact of the proposed plans will adversely affect the stability and structure of the house. When the house was purchased recently, the risk of subsidence was raised	Please refer to Section 4.8
NTA-C9-1430	Access in and out of our house and this will become more difficult if the two additional vehicular lanes as proposed are developed.	Please refer to Section 4.5
NTA-C9-1430	Suggest that the number of additional lanes for bus and cycling are reduced between Firgrove Gardens and Looneys cross	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1430	Suggest that the number of additional lanes for bus and cycling are reduced between Firgrove Gardens and Looneys cross	Please refer to Section 4.10
NTA-C9-1430	The proposed removal of the boundary wall and the destruction of the mature “Red-Robin” hedge cannot be replaced. Concern over the consequent impact of the increased vehicular noise and light	Please refer to Section 4.3
NTA-C9-1430	Objection to the removal of private parking. aAlternative parking either on-street or privately is not available	Please refer to Section 4.7
NTA-C9-1430	Do not approve of the destruction of the remaining trees and reduction of the grass area in front of the houses along Firgrove Crescent.	Please refer to Section 4.3
NTA-C9-1445	The additional health and safety risks to all users when persons/vehicles are entering or exiting the premises on to a busy street with increased traffic lanes must be called out.	Please refer to Section 4.5
NTA-C9-1445	Consider alterations to the overhanging canopy of the forecourt, the preferred option should not be to encroach on the grounds of private houses in order to accommodate the proposed plans	Please refer to Section 4.10
NTA-C9-1445	Objection to the removal of the roadside walls, trees and hedge-rows impacting bird-life and the general environmental/wild-life benefits. Objection to the reduction/removal of some of the mature trees and grass areas nearby (Firgrove Crescent/Curraheen Rd)	Please refer to Section 4.3
NTA-C9-1445	The increased noise and light pollution caused by additional vehicular traffic and the proximity to the dwellings is a major concern to the residents	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1445	The on-going viability of one the properties whereby off-street parking is integral to the commercial proposition for the existing tenants will be severely compromised. They require their cars for work. Alternatives are not available in this area.	Please refer to Section 4.7
NTA-C9-1445	The lowering of the valuation of the properties is a major issue for us	Please refer to Section 4.8
NTA-C9-1445	The reduction/removal of some of the mature trees and grass areas nearby (Firgrove Crescent/Curraheen Rd	Please refer to Section 4.3
NTA-C9-1445	The alternative would require the demolition and/or removal of our existing houses and the removal/reduction of commercial premises (Bishopstown Bar, Texaco/Spar Forecourt and AIB Bank) if the plans as proposed are to be developed.	Please refer to Section 4.3
NTA-C9-1445	The reduction/removal of gardens, parking area, boundary walls, entrance gates etc. give rise to a number of grave concerns.	Please refer to Section 4.3
NTA-C9-1445	The removal of the roadside walls, trees and hedge-rows will dramatically reduce the residents' privacy	Please refer to Section 4.3
NTA-C9-1445	On receipt of a registered letter from NTA dated 28th June 2022, we phoned the NTA as advised in the letter on to schedule a meeting on a "one-to-one" basis to discuss the proposals and next steps. We've had no response since to this phone call.	Please refer to Section 4.9
NTA-C9-1445	The structural impact of additional traffic on the fabric and foundation of the houses must be examined. The area is generally recognised as a subsidence risk area and bringing additional heavy traffic and noise closer to residential buildings exacerbates this issue.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1528	I would question the safety of a cycle way up behind St. Josephs church at night. If the cycle way is lit this will encourage people to gather and if it is left unlit it will be unsafe for people to use.	Please refer to Section 4.1
NTA-C9-1542	Negatively impacting entry and exit to properties on Wilton Road.	Please refer to Section 4.5
NTA-C9-1542	<p>In relation to the proposed cycle laneway through the Presentation Brothers College grounds on the east side of Wilton Road, this will guarantee an increase in unruly behaviour and potentially criminal activity to the area.</p> <p>A significant number of houses will lose a large portion of their gardens through compulsory purchase order. An alternative cycle lane is already available less than 50 metres from the proposed cycleway. This is locally known as Schoolboys Lane.</p>	Please refer to Section 4.13
NTA-C9-1542	<p>Wilton Road is currently already slightly wider than the road at the Victoria Cross -Carrigrohane Road junction where new student accomodation (Crows Nest Student Accomodation) has been built.</p> <p>I don't understand the benefits of widening Wilton Road when it will inevitably reach a pinch point at this junction.</p> <p>No opportunity will be ever available to widen the road here due to the recently constructed apartment complex.</p>	Please refer to Section 4.12
NTA-C9-1542	<p>An alternative cycle lane is already available less than 50 metres from the proposed cycle laneway through the Presentation Brothers College grounds on the east side of Wilton Road. This is locally known as Schoolboys Lane.</p> <p>This runs from St Finbarr's Cemetary Glasheen Road to Magazine Road. There is also a culvert running over Glasheen River from Magazine Road to the Western Road (culvert is currently not accessible to the public).</p> <p>I brought this to the attention of one of the engineers at the Open Day in Oriel House Hotel Ballincollig and he agreed that this was visible on google maps but it had not been brought to his attention previously and that this could be a viable alternative.</p> <p>This would effectively give a traffic free cycle lane from Glasheen Road to Western Road without any disruption to residents.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1542	No consideration has been taken to the closer proximity of a high volume of vehicles (including large vehicles such as lorries and buses) which will seriously increase noise and pollution.	Please refer to Section 4.11
NTA-C9-1542	Reduced parking capacity on Wilton Road.	Please refer to Section 4.7
NTA-C9-1542	To take a portion of people's driveway and gardens will seriously impact on family life such as devaluing property values, reduced parking capacity and negatively impacting entry and exit to properties.	Please refer to Section 4.3
NTA-C9-1542	Proposals will devalue property values on Wilton Road.	Please refer to Section 4.8
NTA-C9-1542	There has been no valid reason provided or discussion on the relocation of the bus stops on Wilton Road from their current locations.	Please refer to Section 4.12
NTA-C9-1542	High volume of vehicles will undeniably cause both structural and foundational issues to already aging properties.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1572	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.	Please refer to Section 4.10
NTA-C9-1572	Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road especially for HGV traffic and county buses.	Please refer to Section 4.10
NTA-C9-1572	Alternative cycle route via Glasheen road and Schoolboy's Lane as a better and more cost effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area.	Please refer to Section 4.10
NTA-C9-1572	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-1572	Concerns that Wilton Road will become even more congested during rush hours	Please refer to Section 4.2
NTA-C9-1572	Quality of life of the residential community would be enhanced by a reduction in both noise and air pollution.	Please refer to Section 4.11
NTA-C9-1572	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 the Wilton Road residents.	Please refer to Section 4.11
NTA-C9-1572	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-1572	<p>Excessive land acquisition considering there are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.</p> <p>The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.</p>	Please refer to Section 4.10
NTA-C9-1572	The proposed cycle path also requires excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.	Please refer to Section 4.3
NTA-C9-1572	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents.	Please refer to Section 4.10
NTA-C9-1572	While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, but this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted.	Please refer to Section 4.6
NTA-C9-1572	<p>Encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme.</p> <p>Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.</p>	Please refer to Section 4.6
NTA-C9-1585	<p>An alternative cycle route via Schoolboy's Lane is already in place and was only upgraded recently. This is only 500m from the proposed Presentation College rugby field cycle lane and runs parallel to it.</p> <p>It would be a much better use of funds if Glasheen road was made more cycle friendly connecting UCC/ College Road/ City centre directly to CUH and the general Wilton area via that route.</p>	Please refer to Section 4.10
NTA-C9-1585	Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1585	Am concerned that Wilton Road will become even more congested during rush hours	Please refer to Section 4.2
NTA-C9-1585	Quality of life of the residential community would be enhanced by a reduction in both noise and air pollution.	Please refer to Section 4.11
NTA-C9-1585	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1585	Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs. Excessive land acquisition considering there are better and more cost effective solutions to be considered for cycle paths such as Schoolboys Lane via Glasheen road and through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.10
NTA-C9-1585	Risk of subsidence to residential houses during the works and thereafter - a number of houses on the road are also split level and are at more risk.	Please refer to Section 4.8
NTA-C9-1585	Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents. While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists. No effort to date has been made to consider the safety of such a wide and heavily trafficked road in a residential area for our children and elderly. Am fearful for my friends & their children when they use the footpaths on Wilton Road under current road usage.	Please refer to Section 4.10
NTA-C9-1585	Encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme. Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-1619	I object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross due to The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.	Please refer to Section 4.3
NTA-C9-1619	Alternative cycle route via Glasheen road and Schoolboy's Lane as a better and more cost effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area.	Please refer to Section 4.10
NTA-C9-1619	I object to proposed cycle lane through Presentation Brothers Rugby field as it is Creating a secluded alley-way behind homes will create a haven for anti-social behaviour at the rear of up to fifty homes.	Please refer to Section 4.13
NTA-C9-1619	I object to the removal of Wilton Roundabout and the development of a signal junction. At a time when hundreds of millions are being spent to remove signal junctions and signal roundabouts at the M8, N25 and N40 junction as well as the removal of all signal roundabouts on the M50 in recent years it would be a backward step to remove a free flow junction.	Please refer to Section 4.12
NTA-C9-1619	I object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross due to 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 the Wilton Road residents.	Please refer to Section 4.11
NTA-C9-1619	I object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross due to the negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1619	I object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross due to Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1619	<p>Construction of the Northern distributor road and/or North ring road.</p> <p>Re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road.</p> <p>This would service the thousands of workers and suppliers traveling to Apple in Hollyhill every day as well as connecting the deep-water port in the lower harbour to the N22 Limerick road.</p>	Please refer to Section 4.10
NTA-C9-1619	<p>I object to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross due to Excessive land acquisition.</p> <p>I object to proposed cycle lane through Presentation Brothers Rugby field due to excessive land acquisition from individual homeowners and businesses at either end of the proposed cycle path.</p>	Please refer to Section 4.3
NTA-C9-1619	<p>Introduce a 30km/hr speed limit on Wilton Road to improve safety for both road users and residents, improve traffic flow, encourage use of public transport and improve quality of life</p>	Please refer to Section 4.10
NTA-C9-1645	<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-C9-1688	<p>an additional mitigation be added for the section of Glasheen Road between Wilton roundabout and the entrance to Summerstown Road.</p> <p>This has resulted in a situation over the past 4 + decades of the footpath outside the Wilton Villas properties being significantly below road level on the western side of this part of the street.</p> <p>This creates a very hostile environment for pedestrians.</p>	Please refer to Section 4.1
NTA-C9-1688	<p>I support the proposed plans for corridor F (Bishopstown - City)</p>	Please refer to Section 4.6
NTA-C9-1706	<p>The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road</p> <p>Confirm right turn access and egress from Wilton Road will remain for all properties.</p>	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1706	<p>we propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area.</p> <p>we suggest another parallel cycle route should be considered which would connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue.</p> <p>Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road.</p> <p>The benefits of this solution include:</p> <p>Major reduction in capital costs due to eliminated land acquisition requirement on Wilton Road.</p> <p>Provides dedicated bus lane approaching both Wilton junction and Dennehy's Cross junction which, combined with an integrated traffic signalling system, would allow for bus preferential movement.</p> <p>No land acquisition from residents of Wilton Road and therefore not negatively impacting homeowners' ability to park cars and maintaining their front gardens.</p>	Please refer to Section 4.10
NTA-C9-1706	<p>The proposed cycle lane through the presentation brother's sports grounds will result in building an alleyway behind homes which will create an isolated haven for anti-social behaviour and illegal activities such as home break-in's, robberies, fly-tipping, and substance abuse.</p>	Please refer to Section 4.13
NTA-C9-1706	<p>The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads.</p> <p>The N40 South City Link Road and the N27 South Link are far more suitable for county bus traffic which would have the added benefit of a faster and more reliable bus service direct to the city bus terminal.</p> <p>Alternatively, the N22 Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this was required for some West Cork bus services.</p> <p>Confirm right turn at Dennehy's cross will remain for traffic heading North on Wilton Road.</p> <p>A signalled junction, even one which is linked to a central computerised control system, will create gridlock on Wilton Road, Sarsfield Road Bandon Road and Glasheen road as it will inevitably create traffic build up.</p>	Please refer to Section 4.10
NTA-C9-1706	<p>we strongly object to the proposed widening of Wilton Road from the Wilton Gardens junction to Dennehy's Cross for cycle lanes.</p>	Please refer to Section 4.12
NTA-C9-1706	<p>we vigorously object to the proposed cycle lane through the presentation brother's sports grounds which runs along the rear of ~50 homes on Wilton Road.</p>	Please refer to Section 4.13
NTA-C9-1706	<p>Closer proximity of vehicles to resident's front doors also has a negative impact on quality of life with additional noise, vibration, air pollution</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1706	Removing large amounts of land from the front of homes on the Wilton Road has a negative effect on parking availability for residents and visitors as there is no on street or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1706	Progress Northern distributor road and/or North ring road	Please refer to Section 4.10
NTA-C9-1706	The proposed cycle path through the presentation brother's sports grounds also requires excessive land acquisition from some individual homeowners and businesses at either end of the proposed cycle path	Please refer to Section 4.13
NTA-C9-1706	potential subsidence for Wilton Road homes and residents.	Please refer to Section 4.8
NTA-C9-1706	The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits: It would significantly improve safety on the road for both the residential community and the wider community.	Please refer to Section 4.10
NTA-C9-1722	Confirm right turn access and egress from Wilton Road will remain for all properties	Please refer to Section 4.5
NTA-C9-1722	Acknowledging that safe cycle routes are required in a modern city such as Cork, we propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area. In addition to Schoolboy's Lane as the main cycle/ pedestrian route, we suggest another parallel cycle route should be considered which would connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1722	<p>Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road. The benefits of this solution include:</p> <p>Major reduction in capital costs due to eliminated land acquisition requirement on Wilton Road. Provides dedicated bus lane approaching both Wilton junction and Dennehy's Cross junction which, combined with an integrated traffic signalling system, would allow for bus preferential movement. No land acquisition from residents of Wilton Road and therefore not negatively impacting homeowners' ability to park cars and maintaining their front gardens. The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads.</p> <p>The N40 South City Link Road and the N27 South Link are far more suitable for county bus traffic which would have the added benefit of a faster and more reliable bus service direct to the city bus terminal.</p> <p>Alternatively, the N22 Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this was required for some West Cork bus services. Re-routing the county buses to the more suitable roads above would remove ~50 daily bus journeys from Wilton which would enhance Wilton Road for both road users and residents.</p>	Please refer to Section 4.10
NTA-C9-1722	The proposed cycle at Presentation brother's sports grounds cycle lane will result in building an alleyway behind homes which will create an isolated haven for anti-social behaviour and illegal activities such as home break-in's, robberies, fly-tipping, and substance abus	Please refer to Section 4.13
NTA-C9-1722	<p>Although Wilton Road is an artery for transport in Cork city, it is also a residential area and therefore all options should be considered to reduce the dependency on this route where possible.</p> <p>Confirm right turn at Dennehy's cross will remain for traffic heading North on Wilton Road.</p> <p>A signalled junction at Wilton Roundabout, even one which is linked to a central computerised control system, will create gridlock on Wilton Road, Sarsfield Road Bandon Road and Glasheen road as it will inevitably create traffic build up.</p>	Please refer to Section 4.10
NTA-C9-1722	we vigorously object to the proposed cycle lane through the presentation brother's sports grounds which runs along the rear of ~50 homes on Wilton Road.	Please refer to Section 4.13
NTA-C9-1722	Closer proximity of vehicles to resident's front doors also has a negative impact on quality of life with additional noise, vibration, air pollution	Please refer to Section 4.11
NTA-C9-1722	Removing large amounts of land from the front of homes on the Wilton Road has a negative effect on parking availability for residents and visitors as there is no on street or any other parking available nearby	Please refer to Section 4.7
NTA-C9-1722	<p>Progress Northern distributor road and/or North ring road</p> <p>The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1722	However, Wilton roundabout does require improvements in terms of pedestrian and bike lanes crossings.	Please refer to Section 4.1
NTA-C9-1722	The additional cycle lanes on this section of Wilton Road will require ~4 meters of land acquisition which is excessive considering there are other more suitable and cost-effective solutions available as outlined later in this submission.	Please refer to Section 4.3
NTA-C9-1722	potential subsidence for Wilton Road homes and residents.	Please refer to Section 4.8
NTA-C9-1722	<p>The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road.</p> <p>The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits: It would significantly improve safety on the road for both the residential community and the wider community.</p>	Please refer to Section 4.3
NTA-C9-1722	We ask that a full roadside survey and traffic light preferential sequencing be undertaken to determine if these times would be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1724	<p>I understand that buses must not be delayed at the Fingerpost.</p> <p>In my opinion, this can be achieved by expansion of the existing bus lane (extending it farther back up Maryborough Hill), to get buses to the junction quickly.</p> <p>Similarly, cyclists could continue to safely use the existing left-turning lane (from Maryborough Hill towards Carrigaline), and then turn right into Douglas Village using the Old Carrigaline Road.</p>	Please refer to Section 4.10
NTA-C9-1729	Confirm right turn access and egress from Wilton Road will remain for all properties	The current proposals retain right turn access and egress for all properties.
NTA-C9-1729	<p>Acknowledging that safe cycle routes are required in a modern city such as Cork, we propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area.</p> <p>In addition to Schoolboy's Lane as the main cycle/ pedestrian route, we suggest another parallel cycle route should be considered which would connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1729	<p>Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road. The benefits of this solution include:</p> <p>Major reduction in capital costs due to eliminated land acquisition requirement on Wilton Road. Provides dedicated bus lane approaching both Wilton junction and Dennehy's Cross junction which, combined with an integrated traffic signalling system, would allow for bus preferential movement. No land acquisition from residents of Wilton Road and therefore not negatively impacting homeowners' ability to park cars and maintaining their front gardens. The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads.</p> <p>The N40 South City Link Road and the N27 South Link are far more suitable for county bus traffic which would have the added benefit of a faster and more reliable bus service direct to the city bus terminal.</p> <p>Alternatively, the N22 Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this was required for some West Cork bus services.</p> <p>Re-routing the county buses to the more suitable roads above would remove ~50 daily bus journeys from Wilton which would enhance Wilton Road for both road users and residents.</p>	Please refer to Section 4.10
NTA-C9-1729	<p>The proposed cycle at Presentation brother's sports grounds cycle lane will result in building an alleyway behind homes which will create an isolated haven for anti-social behaviour and illegal activities such as home break-in's, robberies, fly-tipping, and substance abus</p>	Please refer to Section 4.13
NTA-C9-1729	<p>Although Wilton Road is an artery for transport in Cork city, it is also a residential area and therefore all options should be considered to reduce the dependency on this route where possible.</p> <p>Confirm right turn at Dennehy's cross will remain for traffic heading North on Wilton Road.</p> <p>A signalled junction at Wilton Roundabout, even one which is linked to a central computerised control system, will create gridlock on Wilton Road, Sarsfield Road Bandon Road and Glasheen road as it will inevitably create traffic build up.</p>	Please refer to Section 4.10
NTA-C9-1729	<p>we vigorously object to the proposed cycle lane through the presentation brother's sports grounds which runs along the rear of ~50 homes on Wilton Road.</p>	Please refer to Section 4.13
NTA-C9-1729	<p>Closer proximity of vehicles to resident's front doors also has a negative impact on quality of life with additional noise, vibration, air pollution</p>	Please refer to Section 4.11
NTA-C9-1729	<p>Removing large amounts of land from the front of homes on the Wilton Road has a negative effect on parking availability for residents and visitors as there is no on street or any other parking available nearby</p>	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-1729	Progress Northern distributor road and/or North ring road The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS.	Please refer to Section 4.10
NTA-C9-1729	However, Wilton roundabout does require improvements in terms of pedestrian and bike lanes crossings.	Please refer to Section 4.1
NTA-C9-1729	The additional cycle lanes on this section of Wilton Road will require ~4 meters of land acquisition which is excessive considering there are other more suitable and cost-effective solutions available as outlined later in this submission.	Please refer to Section 4.3
NTA-C9-1729	potential subsidence for Wilton Road homes and residents.	Please refer to Section 4.8
NTA-C9-1729	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road. The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits: It would significantly improve safety on the road for both the residential community and the wider community.	Please refer to Section 4.3
NTA-C9-1729	We ask that a full roadside survey and traffic light preferential sequencing be undertaken to determine if these times would be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1730	A realistic alternative would be to radically develop the satellite towns like Ballincollig, Blarney, Carrigaline, Glanmire etc to self-sufficiency (the 15-minute city/town).	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1730	<p>Bishopstown Road Control of this stretch of road will apparently be provided by a series of bus priority systems. Because of these space restrictions and pinch points, given the traffic volumes and hundreds of buses traversing in both directions, this area will certainly be subjected to massive congestion and back logs from east and west.</p> <p>A second self-inflicted pinch point exists at Victoria Cross where again recent bizarre planning decisions created another problem area due to the construction of student accommodation facilities too close to the roadway.</p> <p>As a result, the bus lanes disappear here for up to 50 metres and priority signalling for buses are again proposed as a solution.</p>	Please refer to Section 4.2
NTA-C9-1730	The proposals will produce vast amounts of CO2e and NOx emissions over a ten-year construction period, adding substantially to our increasing national carbon footprint.	Please refer to Section 4.11
NTA-C9-1730	The proposal for Presentation College Sports field Cycle Lane lacked a smidgeon of empathy as no thought was given to the detrimental effect on the health and wellbeing of the elderly residents directly involved and, on the safety and security of the 50 families along the roadway, many with young children	Please refer to Section 4.13
NTA-C9-1730	There are no details of the demolition and construction phases and how they will impact residents. Also, how will they be managed and what will be the timeline for route F?	Please refer to Section 4.12
NTA-C9-1730	The proposal for Presentation College Sports field Cycle Lane lacks commercial and common sense as it would seriously jeopardise the viability of the long-established community-based Pharmacy, Medical Centre, Dentist and Accountancy businesses, together with 30 specialised jobs.	Please refer to Section 4.13
NTA-C9-1730	destruction of the environment, trees, habitats and biodiversity as proposed by the NTA.	Please refer to Section 4.3
NTA-C9-1730	The long proposed Northern Ring Road is a vital piece of infrastructure for the entire city and county.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1730	Moreover, the overall cost of this proposal would be of the order of €4 to €6 million depending on compensation rates, inflation, construction costs of materials and labour, lighting, CCTV etc, etc.	Please refer to Section 4.14
NTA-C9-1730	Congestion Charges are now commonplace throughout cities in the UK, the EU and further afield, and have successfully reduced car numbers, pollution and noise levels, leaving more space for public transport.	Please refer to Section 4.10
NTA-C9-1730	Together with strategically placed Park and Ride facilities around the city, it is a serious omission on the part of the NTA that this proposal wasn't even considered.	Please refer to Section 4.10
NTA-C9-1730	It begs the question, what is the point of confiscating garden space on Wilton Road and other areas along the route to produce a Rolls Royce standard,	Please refer to Section 4.3
NTA-C9-1730	Some of the meetings have been pointless due to the lack of solid information forthcoming, particularly the refusal to let residents know exactly how much garden space they intend to confiscate. The much-vaunted Forums were a complete waste of time as each attendee was only allowed to speak for no more than a minute, totally unacceptable given the complexity of the proposals at hand. The timeline allocated for respondents to the consultation process was grossly unfair and lopsided.	Please refer to Section 4.9
NTA-C9-1730	the NTA, as the national transport authority, should immediately, not in three- or four-years' time, demonstrate its intent and address the current multiple, well documented safety issues, which might ameliorate to some extent, the current mood and total lack of confidence on the roadway.	Please refer to Section 4.14
NTA-C9-1730	There is no sign of an Environmental Impact Assessment Report (EIAR) to assess the overall impact of the project.	Please refer to Section 4.14
NTA-C9-1736	Confirm right turn access and egress from Wilton Road will remain for all properties	The current proposals retain right turn access and egress for all properties.

Submission Reference	Statement	NTA Response
NTA-C9-1736	<p>Acknowledging that safe cycle routes are required in a modern city such as Cork, we propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ City centre directly to CUH and the general Wilton area.</p> <p>In addition to Schoolboy's Lane as the main cycle/ pedestrian route, we suggest another parallel cycle route should be considered which would connect Bishopstown Road to the Model Farm Road via CUH and Bishopstown Avenue.</p>	Please refer to Section 4.10
NTA-C9-1736	<p>Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road. The benefits of this solution include:</p> <p>Major reduction in capital costs due to eliminated land acquisition requirement on Wilton Road. Provides dedicated bus lane approaching both Wilton junction and Dennehy's Cross junction which, combined with an integrated traffic signalling system, would allow for bus preferential movement. No land acquisition from residents of Wilton Road and therefore not negatively impacting homeowners' ability to park cars and maintaining their front gardens. The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads.</p> <p>The N40 South City Link Road and the N27 South Link are far more suitable for county bus traffic which would have the added benefit of a faster and more reliable bus service direct to the city bus terminal.</p> <p>Alternatively, the N22 Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this was required for some West Cork bus services. Re-routing the county buses to the more suitable roads above would remove ~50 daily bus journeys from Wilton which would enhance Wilton Road for both road users and residents.</p>	Please refer to Section 4.10
NTA-C9-1736	<p>The proposed cycle at Presentation brother's sports grounds cycle lane will result in building an alleyway behind homes which will create an isolated haven for anti-social behaviour and illegal activities such as home break-in's, robberies, fly-tipping, and substance abus</p>	Please refer to Section 4.13
NTA-C9-1736	<p>Although Wilton Road is an artery for transport in Cork city, it is also a residential area and therefore all options should be considered to reduce the dependency on this route where possible.</p> <p>Confirm right turn at Dennehy's cross will remain for traffic heading North on Wilton Road.</p> <p>A signalled junction at Wilton Roundabout, even one which is linked to a central computerised control system, will create gridlock on Wilton Road, Sarsfield Road Bandon Road and Glasheen road as it will inevitably create traffic build up.</p>	Please refer to Section 4.10
NTA-C9-1736	<p>we vigorously object to the proposed cycle lane through the presentation brother's sports grounds which runs along the rear of ~50 homes on Wilton Road.</p>	Please refer to Section 4.13
NTA-C9-1736	<p>Closer proximity of vehicles to resident's front doors also has a negative impact on quality of life with additional noise, vibration, air pollution</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1736	Removing large amounts of land from the front of homes on the Wilton Road has a negative effect on parking availability for residents and visitors as there is no on street or any other parking available nearby	Please refer to Section 4.7
NTA-C9-1736	Progress Northern distributor road and/or North ring road The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS.	Please refer to Section 4.10
NTA-C9-1736	However, Wilton roundabout does require improvements in terms of pedestrian and bike lanes crossings.	Please refer to Section 4.1
NTA-C9-1736	The additional cycle lanes on this section of Wilton Road will require ~4 meters of land acquisition which is excessive considering there are other more suitable and cost-effective solutions available as outlined later in this submission.	Please refer to Section 4.3
NTA-C9-1736	potential subsidence for Wilton Road homes and residents.	Please refer to Section 4.8
NTA-C9-1736	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road. The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits: It would significantly improve safety on the road for both the residential community and the wider community	Please refer to Section 4.3
NTA-C9-1736	We ask that a full roadside survey and traffic light preferential sequencing be undertaken to determine if these times would be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1739	The creation of an alleyway through the Presentation Brothers Sports ground with a entrance/exit into Liam Lynch/Roger Casement Park will lead to anti social behaviour in the area. The alleyway itself will not be user friendly as it is secluded and closed off from public view.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1739	<p>the creation of bike lane through the public green area in Roger Casement Park/Liam Lynch Park and a alleyway through the Presentation Brothers Sports ground with a entrance/exit into Liam Lynch/Roger Casement Park.</p> <p>the cycle way will increase the volume of users into a quite residential area.</p>	Please refer to Section 4.13
NTA-C9-1739	There is no justification for the destruction of a public green space, the removal of trees and dividing an area that is used on a daily basis by local residents & as a play area for local children.	Please refer to Section 4.3
NTA-C9-1739	There is no justification for the the removal of trees	Please refer to Section 4.3
NTA-C9-1746	<p>Put an alternating bus lane on Wiilton road.</p> <p>This was previously proposed in Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road.</p> <p>much cheaper, will protect residents of Wilton Road's gardens and critically important parking spaces and would be a sensible use of limited road space.</p>	Please refer to Section 4.10
NTA-C9-1757	The proposed alternative pedestrian and cycle route is entirely within the PBC Sports Ground boundary. While it appears that the boundary on Map 6 between the Sports Ground and the neighbouring properties to the west is indicated along the residential boundaries, this should be appropriately confirmed via the Land Registry.	Please refer to Section 4.13
NTA-C9-1757	<p>Waterman Kelly Consulting Engineers are making this submission on behalf of the Presentation Brothers in relation to the impact of the proposed new pedestrian/cyclist route through the PBC Wilton Sports Grounds.</p> <p>The proposed alternative pedestrian and cycle route is entirely within the PBC Sports Ground boundary. While it appears that the boundary on Map 6 between the Sports Ground and the neighbouring properties to the west is indicated along the residential boundaries, this should be appropriately confirmed via the Land Registry.</p> <p>In addition, the photograph below (Figure 5) shows the boundary wall of the main playing pitch which is set back at the required distance from the pitch itself with the existing tall hedgerow and trees providing further enclosure to reduce the potential of adverse impacts.As shown in Figure 4, amore informal arrangement is in place on the practice pitches and training ground to the southern portion of the lands, which are also screened by existing hedgerows and boundaries.</p> <p>As this is a school Sports Ground, the security of the grounds is imperative and any proposals to change the boundary should include a wall of sufficient height to protect the sports grounds from unauthorised access, particularly when the school isclosed. In addition, a 15 metre high netting structure will be required on the boundary between the sports grounds and the proposed pedestrian and cycle route so that balls will not leave the propertyand in the interests of public safety.The existing and proposed boundary details will need to be confirmed prior to any firm proposals being drawn up, together with lighting proposals</p>	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1757	<p>Waterman Kelly Consulting Engineers are making this submission on behalf of the Presentation Brothers in relation to the impact of the proposed new pedestrian/cyclist route through the PBC Wilton Sports Grounds.</p> <p>The Wilton Sports Ground main entrance is from Magazine Road, which also serves the UCC Park and Ride Facility, with a second access via a private laneway from Wilton Road, (between house numbers 51 and 52 Wilton Road), which is for emergency vehicular use due to its accessibility directly onto Wilton Road and onwards to Cork University Hospital via the shortest possible route from the Sports Grounds.</p> <p>It is crucial for an emergency access onto Wilton Road to be permanently maintained in the interests of the safety of the users of the Sports Grounds and therefore a new emergency entrance will be required on the proposed alternative pedestrian and cycle route.</p>	Please refer to Section 4.13
NTA-C9-1764	<p>I propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ Cork City centre directly to CUH and the general Wilton area.</p> <p>The Glasheen Road/ Schoolboy's Lane route also ties in with the potential future cycle route to Clashduv Road as indicated on Map 5 of the route F brochure.</p>	Please refer to Section 4.10
NTA-C9-1764	<p>Another suggestion for a parallel cycle route which would connect Bishopstown Road to the Model Farm Road is a lane from CUH, through Bishopstown Avenue onto the Model Farm Road.</p> <p>This route would connect to many cycle nodes such as Wilton shopping centre, CUH, Bishopstown GAA, Highfield RFU, St Catherine's primary school, Coláiste an Spioraid Naoimh and a large Bishopstown residential catchment area.</p>	Please refer to Section 4.10
NTA-C9-1764	<p>The proposed cycle lane through the Presentation Brothers' rugby ground behind homes of residents from all generations (young and old) will create an isolated haven for anti-social behaviour and threatens the safety of our neighbourhood and community.</p>	Please refer to Section 4.13
NTA-C9-1764	<p>Strongly object to the proposed cycle lane through the Presentation Brothers' rugby grounds which runs along the rear of ~50 homes on the Wilton Road.</p>	Please refer to Section 4.13
NTA-C9-1765	<p>Wilton Road is a residential area and therefore all options should be considered to reduce the dependency on this road for HGV's.</p> <p>The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic</p> <p>Longer term improvements to reduce reliance on Wilton Road as a thoroughfare is to expedite the northern distributor road and the north ring road which will reduce through traffic from Wilton Road thereby improving bus, cycle and pedestrian flow while also improving residents' quality of life.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1765	the introduction of a 30km/hour speed limit on Wilton Road would improve safety for all (road users and community) and have a positive impact on residents' quality of life.	Please refer to Section 4.10
NTA-C9-1765	for safety and 'clean cities' healthier living reasons, consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in/out Cork city. The need for rapid access to CUH by ambulances must also be considered as currently this cannot always be achieved due to high volumes of traffic and resulting 'traffic jams' at peak times - this poses a serious risk to life and limb.	Please refer to Section 4.10
NTA-C9-1767	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road: Major reduction in capital costs. Provides dedicated bus lane approaching both Wilton junction and Dennehy's cross junction which combined with an integrated traffic signalling system would allow for bus preferential movement.	Please refer to Section 4.10
NTA-C9-1767	Reconsider Wilton Road route design option no. 2 from the route assessment process as there is less negative impact on homeowners' ability to park cars	Please refer to Section 4.7
NTA-C9-1767	Reconsider Wilton Road route design option no. 2 from the route assessment process homeowners' can maintain their front gardens.	Please refer to Section 4.3
NTA-C9-1767	Reconsider Wilton Road route design option no. 2 from the route assessment process - Please consider a full roadside survey and traffic light preferential sequencing to determine if these times would actually be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.10
NTA-C9-1768	A simple cost effective solution is to make the Wilton road one way for traffic other than bus.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1768	it beggars belief that a new cycle way /walkway is proposed for the "Pres. Fields" notwithstanding the fact that one was installed by Cork City Council earlier in 2022 at I would guess considerable cost. A non runner as far as I am concerned.	Please refer to Section 4.13
NTA-C9-1768	Proposed plan on completion will increase bus journeys on the Wilton Rd to in excess of 300 per day which allied with other vehicular traffic will lead to substantial increase in emissions.	Please refer to Section 4.11
NTA-C9-1768	What are the plans for treatment of the high tension cables? Will they be placed underground as I would not appreciate them being moved closer to my home with possibility of health problems from exposure to electro magnetic fields.	These will be considered on a case by case basis at the next design stage.
NTA-C9-1768	The proposal anticipates the removal of all but 7 trees on the Wilton road. More environmental damage.	Please refer to Section 4.3
NTA-C9-1768	Map provided is of no help in deciding potential property acquisition. When more appropriate scale map was requested from both NTA & Arup I was advised that none was available	Please refer to Section 4.3
NTA-C9-1768	Wilton area is regarded as a high risk in regard to subsidence and accordingly any disruption to properties due to excavation may have detrimental effect . Accordingly it will be expected that any problem will be indemnified ad infinitum?	Please refer to Section 4.8
NTA-C9-1768	Have Cork City Council, who are responsible for monitoring. undertaken a study of the effects on proposed project.	Please refer to Section 4.9
NTA-C9-1769	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road.	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-1769	Bus stops are already causing problems with litter been thrown into gardens and graffiti. We object to a bus stop outside our property.	Please refer to Section 4.12
NTA-C9-1769	I object to the proposed widening of Wilton Road	Please refer to Section 4.3
NTA-C9-1769	Closer proximity of vehicles to residents' front doors has a negative impact on quality of life with additional noise, vibration, and air pollution for the Wilton Road residents.	Please refer to Section 4.11
NTA-C9-1769	Removing large amounts of land from the front of homes on the Wilton Road has a negative effect on parking availability for dwellers and visitors as there is no on street or any other parking available nearby	Please refer to Section 4.7
NTA-C9-1769	Removing large amounts of land from the front of homes on the Wilton Road	Please refer to Section 4.3
NTA-C9-1772	Although Wilton Road is an artery for transport in Cork city, it is also a residential area and therefore all options should be considered to reduce the dependency on this route where possible. The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic	Please refer to Section 4.10
NTA-C9-1772	Residents of Wilton Road are an interactive, vibrant community and Cork aspires to being a 'City of Communities' not to decimating communities as this proposal proposes.	Please refer to Section 4.14
NTA-C9-1772	Longer term improvements to reduce reliance on Wilton Road as a thoroughfare is to expedite the northern distributor road and the north ring road which will reduce through traffic from Wilton Road thereby improving bus, cycle and pedestrian flow while also improving residents' quality of life	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1777	The wider adoption of 30km/hr speed limits would encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme.	Please refer to Section 4.10
NTA-C9-1777	introduction of a 30km/hr speed limit on Wilton Road would enhance The quality of life of the residential community by a reduction in both noise and air pollution.	Please refer to Section 4.10
NTA-C9-1777	The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits: It would significantly improve safety on the road for both road users and for the residential community.	Please refer to Section 4.10
NTA-C9-1779	The properties on the opposite side of the road (Western Road) have ample parking to the rear also, so I would propose that any necessary widening of the road be done there instead. This would also allow for the retention of 7 mature trees on the path in front of Western Terrace	Please refer to Section 4.10
NTA-C9-1779	There are no bus stops marked on Map 11 of STC F - Bishopstown to City. Please confirm if existing bus stops are to be retained or moved.	Please refer to Section 4.12
NTA-C9-1779	Any change to the boundary of our property would mean losing our parking space on Western Road. With no viable alternatives (nearest on-street parking at Gaol walk, Mardyke, Connaught Avenue is always full due to proximity to UCC and Fitzgerald's park), this would put us in an unliveable situation with a young family.	Please refer to Section 4.3
NTA-C9-1783	I propose an alternative cycle route via Glasheen Road and Schoolboy's Lane as a better and more cost-effective solution which connects UCC/ College Road/ Cork City centre directly to CUH and the general Wilton area. The Glasheen Road/ Schoolboy's Lane route also ties in with the potential future cycle route to Clashduv Road as indicated on Map 5 of the route F brochure. another suggestion for a parallel cycle route which would connect Bishopstown Road to the Model Farm Road is a lane from CUH, through Bishopstown Avenue onto the Model Farm Road.	Please refer to Section 4.10
NTA-C9-1783	the proposed cycle lane through the Presentation Brothers' rugby ground behind homes of residents from all generations (young and old) will create an isolated haven for anti-social behaviour and threatens the safety of our neighbourhood and community.	Please refer to Section 4.13

Submission Reference	Statement	NTA Response
NTA-C9-1783	I strongly object to the proposed cycle lane through the Presentation Brothers' rugby grounds which runs along the rear of ~50 homes on the Wilton Road.	Please refer to Section 4.13
NTA-C9-1784	Wilton Road is a residential area and therefore all options should be considered to reduce the dependency on this road for HGV's. The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic	Please refer to Section 4.10
NTA-C9-1784	Wilton Road is a built up residential area home to many families and students, thus for safety and 'clean cities' healthier living reasons, consideration should be given to reducing dependency on Wilton Road	Please refer to Section 4.10
NTA-C9-1784	Longer term improvements to reduce reliance on Wilton Road as a thoroughfare is to expedite the northern distributor road and the north ring road which will reduce through traffic from Wilton Road thereby improving bus, cycle and pedestrian flow while also improving residents' quality of life.	Please refer to Section 4.10
NTA-C9-1784	The need for rapid access to CUH by ambulances must also be considered as currently this cannot always be achieved due to high volumes of traffic and resulting 'traffic jams' at peak times - this poses a serious risk to life and limb the introduction of a 30km/hour speed limit on Wilton Road would improve safety	Please refer to Section 4.10
NTA-C9-1786	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road. Provides dedicated bus lane approaching both Wilton junction and Dennehy's cross junction which combined with an integrated traffic signalling system would allow for bus preferential movement.	Please refer to Section 4.10
NTA-C9-1786	Reconsider Wilton Road route design option no. 2 from the route assessment process as it has Less negative impact on homeowners' ability to park cars	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-1786	Reconsider Wilton Road route design option no. 2 from the route assessment process as it allows homeowners to maintain their front gardens.	Please refer to Section 4.3
NTA-C9-1786	Please consider a full roadside survey and traffic light preferential sequencing to determine if these times would actually be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.9
NTA-C9-1789	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to illegally reverse on to Wilton Road.	Please refer to Section 4.3
NTA-C9-1789	Existing bus stops are already causing problems with litter being thrown into gardens and graffiti.	Please refer to Section 4.12
NTA-C9-1789	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 the Wilton Road residents.	Please refer to Section 4.11
NTA-C9-1789	Removing large amounts of land from the front of homes on the Wilton Road has a negative effect on parking availability for dwellers and visitors as there is no on street or any other parking available nearby.	Please refer to Section 4.7
NTA-C9-1792	Longer term improvements to reduce reliance on Wilton Road as a thoroughfare is to expedite the northern distributor road and the north ring road which will reduce through traffic from Wilton Road thereby improving bus, cycle and pedestrian flow while also improving residents' quality of life.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1792	<p>Although Wilton Road is an artery for transport in Cork city, it is also a residential area and therefore all options should be considered to reduce the dependency on this route where possible.</p> <p>The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic</p>	Please refer to Section 4.10
NTA-C9-1792	Residents of Wilton Road are an interactive, vibrant community and Cork aspires to being a 'City of Communities' not to decimating communities as this proposal proposes.	Please refer to Section 4.14
NTA-C9-1794	The introduction of a 30km/hr speed limit on Wilton Road would enhance the quality of life of the residential community would by a reduction in both noise and air pollution.	Please refer to Section 4.10
NTA-C9-1794	The wider adoption of 30km/hr speed limits on Wilton Road would encourage the use of public transport, cycling and walking, particularly for short journeys, which is a key goal of the Bus Connects programme. Supports combined bus/ cycle lane on Wilton Road in addition to alternative dedicated cycle routes identified such as Schoolboy's Lane.	Please refer to Section 4.10
NTA-C9-1794	<p>The introduction of a 30km/hr speed limit on Wilton Road has many potential benefits:</p> <p>It would significantly improve safety on the road for both road users and for the residential community. Indeed, the introduction of such a speed limit in urban areas is a key policy point of the EU Road Safety Policy Framework 2021-2030.</p>	Please refer to Section 4.10
NTA-C9-1796	This proposal was clearly devised without an on-site investigation, as the maps used was out of date and grossly inaccurate. The proposal lacked empathy - no thought was given to the detrimental effect on the health and wellbeing of the elderly residents and safety and security of the 50 families along the roadway. The proposal lacks commercial and common sense. It would seriously jeopardise the viability of the long-established community-based Pharmacy, Medical Centre, Dentist and Accountancy businesses, together with 30 specialised jobs. Overall cost of this proposal would be of the order of €4 to €6 million depending on compensation rates, inflation, construction costs of materials and labour, lighting, CCTV etc, etc. Its construction would be doubly foolish as CCC have just completed a perfect alternative cycle/pedestrian route on School Boys' Lane/ Duck's Pond, immediately to the east of Pres field, at a cost of circa €500,000.	Please refer to Section 4.10
NTA-C9-1796	<p>The NTA should have examined all possible alternatives before selecting the final route.</p> <p>Their proposed 'alternatives' were confined to tinkering around with route F only, by offering variations on the roadway itself, completely against the letter and spirit of the PSC.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1796	<p>Suggested alternatives to improve proposals</p> <p>Congestion Charges</p> <p>Congestion Charges have successfully reduced car numbers, pollution and noise levels, leaving more space for public transport. Together with strategically placed Park and Ride facilities around the city, it is a serious omission on the part of the NTA that this proposal wasn't even considered.</p> <p>It is imperative that the business case for refusing to consider Congestion Charges/Park and Ride facilities be made public without delay</p> <p>Northern Ring Road</p> <p>The proposed Northern Ring Road is a vital piece of infrastructure for the entire city and county.</p> <p>The roadway has for a long time the full support of both elected city and county councils and executives, as well as the support of the combined business and residential communities across the city and county.</p> <p>The business case for the refusal to develop this piece of vital infrastructure must be publicised and made available to all citizens of Cork</p> <p>The combination of Congestion Charging/Park and Ride facilities would radically alter the dynamic of city traffic in terms of congestion, noise and pollution and again obviate the need for destructive elements of Bus Connects proposals.</p> <p>Development of suburban and satellite regions</p> <p>Cork City centre has been declining as a viable business hub for many years.</p> <p>Why are the NTA now proposing running the twelve routes at the same time to the city centre and secondly, where are all the buses going to fit and who is going to use them?</p> <p>A realistic alternative would be to radically develop the satellite towns like Ballincollig, Blarney, Carrigaline, Glanmire etc to self-sufficiency (the 15-minute city/town).</p> <p>The suburban hubs like Mahon, Douglas, Wilton and Ballvolane could be further developed as these areas are even now attracting huge business and footfall away from the city centre.</p> <p>Pinch Points</p> <p>The junction at LIDL and Aldi stores on Bishopstown Road has created a new pinch point where the roadway is reduced from three lanes at CUH junction to a single lane in both directions here.</p> <p>The bus lanes appear and disappear sporadically for long stretches in both directions. Control of this stretch of road will apparently be provided by a series of bus priority systems. Due to space restrictions and pinch points, given the traffic volumes and hundreds of buses traversing in both directions, this area will certainly be subjected to massive congestion and back logs from east and west. A second self-inflicted pinch point exists at Victoria Cross where again recent bizarre planning decisions created another problem area due to the construction of student accommodation facilities too close to the roadway. As a result, the bus lanes disappear here for up to 50 metres and priority signalling for buses are again proposed as a solution.</p>	Please refer to Section 4.10
NTA-C9-1796	<p>I am concerned about the effect of BusConnects project on the environment.</p> <p>The proposal to widen over 110 kilometres of roads throughout the city, will produce vast amounts of CO2e and NOx emissions</p> <p>Confiscated garden spaces will then be permanently covered with polluting cement and asphalt, destroying urban habitats, with appalling consequences for biodiversity</p> <p>The NTA were unable at a recent online meeting to quantify the extent of pollution to be generated by the project in Cork.</p> <p>The government, are spending an unprecedented (borrowed) €125 billion trying unsuccessfully to tackle climate change and global warming in Ireland. Clearly, they are prepared to turn a blind eye to the environmental damage of the BusConnects projects on the misguided notion that somehow, they are good for the environment.</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1796	<p>Some NTA meetings were pointless due to the lack of solid information forthcoming No details of the demolition and construction phases and the impact on residents. The Forums were a complete waste of time as each attendee was only allowed to speak for no more than a minute, totally unacceptable given the complexity of the proposals The timeline allocated for respondents to the consultation process was grossly unfair The NTA and its American and Irish consultants have been working on this project for over five years backed up by the full resources of the state. The NTA and its consultants also have the threat of Compulsory Purchase Orders which they will no doubt resort to, to force this project through. Respondents without the benefit of finance and expert advice are expected to come up with cogent observations in a restricted timeframe, from their own comparatively limited resources.</p>	Please refer to Section 4.9
NTA-C9-1796	<p>Safety and track record of Dept of Transport (NTA), Cork City Council (CCC) and Arup Consulting Speed surveys carried out in 2011 and 2014 by CCC showed over 8,600,000 vehicles traversing the roadway annually equivalent to around 23,000 per day. Over 1,500,000 vehicles per annum or 4,109 per day broke the 50kph speed limit, with maximum speeds of 135 kph recorded. In a bizarre act of negligence, CCC officials discounted and dismissed their own results by using averages, despite over 8 hours of congestion per day. As a result of their combined incompetence and negligence, Wilton Road today is a dangerous, polluted, noise ridden racetrack, where rampant speeding is still a serious problem. The NTA, should immediately, demonstrate its intent and address the current multiple, well documented safety issues, which might ameliorate to some extent, the current mood and total lack of confidence on the roadway.</p>	Please refer to Section 4.12
NTA-C9-1796	<p>No sign of an Environmental Impact Assessment Report (EIAR) to assess overall impact We want to know if the report will be carried out by independent assessors and validators and look forward to a detailed scrutiny of the document when eventually it is published.</p>	Please refer to Section 4.14
NTA-C9-1838	Noise and Pollution would be substantially increased.	Please refer to Section 4.11
NTA-C9-1838	North Ring Road should be completed first which would take HGVs and cars from using the Wilton Road.	Please refer to Section 4.10
NTA-C9-1838	Land intake would render the driveway impossible to drive into, we need our driveway to park three cars as there is no parking on the road on Wilton Road	Please refer to Section 4.3
NTA-C9-1838	Any land take could cause subsidence and make our Insurance invalid.	Please refer to Section 4.8

Submission Reference	Statement	NTA Response
NTA-C9-1838	Speed on the road needs to be reduced.	Please refer to Section 4.10
NTA-C9-1840	Noise and Pollution would be substantially increased.	Please refer to Section 4.11
NTA-C9-1840	North Ring Road should be completed first which would take HGVs and cars from using the Wilton Road.	Please refer to Section 4.10
NTA-C9-1840	Land Take would render the driveway impossible to drive into, we need our driveway to park three cars as there is no parking on the road on Wilton Rd	Please refer to Section 4.3
NTA-C9-1840	Any land take could cause subsidence and make our Insurance invalid.	Please refer to Section 4.8
NTA-C9-1840	Speed on the road needs to be reduced.	Please refer to Section 4.10
NTA-C9-1841	Noise and Pollution would be substantially increased.	Please refer to Section 4.11
NTA-C9-1841	North Ring Road should be completed first which would take HGVs and cars from using the Wilton Road.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1841	Land Take would render the driveway impossible to drive into, we need our driveway to park three cars as there is no parking on the road on Wilton road	Please refer to Section 4.3
NTA-C9-1841	Any land take could cause subsidence and make our Insurance invalid.	Please refer to Section 4.8
NTA-C9-1841	Speed on the road needs to be reduced.	Please refer to Section 4.10
NTA-C9-1842	North Ring Road should be completed first which would take HGVs and cars from using the Wilton Road.	Please refer to Section 4.10
NTA-C9-1842	Land Take would render the driveway impossible to drive into, we need our driveway to park three cars as there is no parking on the road on Wilton Road	Please refer to Section 4.3
NTA-C9-1842	Any land take could cause subsidence and make our Insurance invalid.	Please refer to Section 4.8
NTA-C9-1842	Speed on the road needs to be reduced.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1843	<p>An alternative cycle route via Schoolboy's Lane is already in place and was only upgraded recently. This is only 500m from the proposed Presentation College rugby field cycle lane and runs parallel to it. It would be a much better use of funds if Glasheen road was made more cycle friendly connecting UCC/ College Road/ City centre directly to CUH and the general Wilton area via that route.</p>	Please refer to Section 4.10
NTA-C9-1843	<p>There is currently no signage on Glasheen Road for the Schoolboy's Lane cycle path. Greater effort needs to be put into making the local community aware of alternatives to using their private cars for commuting purposes. to using their private cars for commuting purposes.</p>	Please refer to Section 4.10
NTA-C9-1844	<p>Noise and Pollution would be substantially increased</p>	Please refer to Section 4.11
NTA-C9-1844	<p>North Ring Road should be completed first which would take HGVs and cars from using the Wilton Road.</p>	Please refer to Section 4.10
NTA-C9-1844	<p>Land Take would render the driveway impossible to drive into, we need our driveway to park three cars as there is no parking on the road on Wilton Road</p>	Please refer to Section 4.3
NTA-C9-1844	<p>Any land take could cause subsidence and make our Insurance invalid.</p>	Please refer to Section 4.8
NTA-C9-1844	<p>Speed on the road needs to be reduced.</p>	Please refer to Section 4.10
NTA-C9-1845	<p>Noise and Pollution would be substantially increased.</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-1845	North Ring Road should be completed first which would take HGVs and cars from using the Wilton Road.	Please refer to Section 4.10
NTA-C9-1845	Land Take would render the driveway impossible to drive into, we need our driveway to park three cars as there is no parking on the road.	Please refer to Section 4.3
NTA-C9-1845	Any land take could cause subsidence and make our Insurance invalid.	Please refer to Section 4.8
NTA-C9-1845	Speed on the road needs to be reduced.	Please refer to Section 4.10
NTA-C9-1894	I support the proposals for Corridor F.	Please refer to Section 4.6
NTA-C9-1923	Changing buses will be required with an extended journey time for these young girls, in addition to further costs for the second journey.	Please refer to Section 4.12
NTA-C9-1923	Furthermore the removal of the direct Model Farm Road to Bishoptown bus may cause further access and security issues for females attending MTU as buses on Rossa Avenue will be completely removed I would suggest that the "spoke" model of Bus Connect needs connection between the spokes. That currently exists in the Bishoptown to Model Farm Road area. I cannot comprehend the reason for removal of this route which is essential for local educational access at both secondary and tertiary levels.	Please refer to Section 4.12
NTA-C9-1923	Eliminating the Bishoptown to Model Farm Road direct connection will potentially lead to increasing car traffic down Melbourne and Rossa Ave roads to avoid Wilton delays for education access as parents make decisions to drive.	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-1927	There is a lamp post at the front of our property which if brought 3 meters closer to the house will have the effect of significantly impacting on the light levels / illumination within the house.	Please refer to Section 4.11
NTA-C9-1934	<p>There is currently a level difference between Curraheen Road and the Dunnes Stores car park which required remediation in the form of a ramp and steps to facilitate pedestrian access as part of the new supermarket development. With the inclusion of the proposed bus corridor the ramp and steps would be pushed further into the site which could result in the loss of car parking spaces.</p> <p>2. The bus corridor encroachment into the site will result in the loss of 7no. parking spaces and landscaping;</p> <p>3. The sites internal car park layout which fronts onto the Curraheen Road was designed to facilitate tracking for 16.5m HGV's as this is the approved delivery route to the store. The bus corridor encroachment into the car park both here and at the sites access junction (see note 4 below) will make this route unviable for HGV's.</p> <p>4. The proposed bus corridor junction is c.8m further back from the Curraheen Road carriageway edge. This along with the narrowing of the junction make the sites access junction unviable for HGV's.</p> <p>In addition to the above items, the proposed on-street parking to the west of the Dunnes Stores access and the bus stop to the east, will impede sight lines for customers when exiting the site.</p>	Please refer to Section 4.7
NTA-C9-1948	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.	Please refer to Section 4.3
NTA-C9-1948	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross.	Please refer to Section 4.12
NTA-C9-1948	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 the Wilton Road residents.	Please refer to Section 4.3
NTA-C9-1948	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-1948	Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.14
NTA-C9-1948	Excessive land acquisition considering there are better and more cost effective solutions to be considered such as Schoolboys Lane via Glasheen road or through CUH linking Bishopstown road to the Model farm road.	Please refer to Section 4.3
NTA-C9-1954	<p>Loss of Parking: On page 21 in the Key Facts panel you advise that the number of on-street parking spaces that may be removed is 2 (Two). However on interrogating the scheme maps the loss of parking in the Bishopstown area is significantly greater. I list them here as follows. At Looney’s Cross outside the Thai & Indian restaurants 4 spaces are to be removed, along Curraheen Road from the Bishopstown Bar to Barrett’s Lane 13 spaces are to be removed and from Barrett’s Lane to Hawkes Road 11 spaces are to be removed. In addition to these losses the following businesses will lose parking as a result of compulsory acquisition. Dinos takeaway & Cremin dry cleaners 10 spaces, Credit Union 10 spaces, Dunnes Stores 10 spaces, Firgrove pharmacy 4 spaces, Permanent TSB 9 spaces and Boyle Sports 5 spaces.</p> <p>The combined loss of parking spaces in the Bishopstown commercial zone of the Curraheen Road is 76, and the proposal is to provide 4 spaces by the PTSB and 5 by the Credit Union which will result in a net loss of 67 spaces. As a consequence of the compulsory acquisition of my private space this significant loss of parking will make it additionally difficult to find available on street parking in reasonable proximity to my home.</p>	Please refer to Section 4.7
NTA-C9-1954	I wish to register my worry in regard to the number of mature trees which are required to be cut down to facilitate the scheme.	Please refer to Section 4.3
NTA-C9-1954	I attended at the public meetings held at the Oriel House Hotel in Ballincollig, where I spoke with an engineer in regard to these matters. However he was unable to offer me any further information beyond that contained in the scheme brochure. In light of the foregoing issues concerning the lack of detail and inaccurate data I wish to reiterate my complete objection to this scheme F in particular and by extension the BusConnects Cork plan in general.	Please refer to Section 4.9
NTA-C9-1961	<p>CUH can currently be accessed off the Wilton Road via the Wilton Roundabout or off the Bishopstown Road where an existing bus lane is located.</p> <p>The proposals plan to remove the existing bus lane off the Bishopstown Road and Wilton Roundabout will be converted to a junction.</p> <p>This has implications for ambulances accessing the Accident & Emergency Department in CUH Campus via this bus lane</p>	Please refer to Section 4.12

Submission Reference	Statement	NTA Response
NTA-C9-1980	<p>This option must be provided at the Bandfield, presumably along with an additional bus stop and lay-by bay in the area, to enable buses from City Centre to terminate here. The proposed bus stops in Washington St is too off set from the Washington St/Grand Parade junction to fulfil this function. It is too far away and not visible from its core catchment around the Grand Parade. Further, the proposed location is not suitable regarding the available space</p> <p>t. This function would be best fulfilled by having the westbound bus stop at the northern end of Grand Parade, opposite the existing 11 eastbound bus stop, which should remain in its present location.</p>	Please refer to Section 4.10
NTA-C9-1980	<p>The plans for the new road layout on Western Rd call for abolition of the existing right turn filter lanes into Gaol Walk and into our Western Gateway Bldg (WGB) car park. It can be expected that any vehicle doing a right turn there, i.e. any access to Gaol Walk or WGB from the west, would hold up inbound general traffic on Western Rd, or would force drivers to illegally use the bus lane.</p> <p>We suggest keeping the existing situation at Gaol Cross as it is and apply a priority signalling for the inbound bus lane.</p> <p>For a filter lane into WGB car park, there appears to be enough room to accommodate same</p> <p>Bus terminus for routes 6 and 21 - The layout of the bus gate, however, does not allow for any buses (or other vehicles) to perform the necessary loop between Western Rd (east) and Mardyke Walk/Dyke Parade (clockwise or anti-clockwise).</p> <p>Leaving the local access area around Western Rd (east) would only be possible through Donovan's Rd.</p> <p>While coaches (i.e. buses) might be allowed to pass the bus gate to continue straight on Western Rd, delivery trucks would need to divert through Donovan's Rd and College Rd (east) to find their way out of the area.</p> <p>This would result in significant additional HGV traffic load in the immediate vicinity to our Campus (walking/cycling access routes, cycle path Donovan's Rd) that can compromise the safety of our staff and students accessing Campus from around Donovan's Rd/College Rd.</p> <p>While the alternative option for HGVs to leave would be Mardyke St (in present plans blocked by a turning ban when leaving the hotel), also the turn into Mardyke St would be quite problematic regarding the street's dimensions.</p>	Please refer to Section 4.2
NTA-C9-1980	<p>We welcome the plans for a comfortable segregated 2-way cycle path through Victoria Cross (Crow's Nest to Western Rd/Mardyke Walk). We feel, however, that from a users' perspective it should rather be located on the southern side of Victoria Cross Rd</p> <p>No provisions proposed for cyclists accessing or leaving the STC from/to the North / Middle Parish direction.</p> <p>While the road layout to streets between Sheare's St and Washington St is planned to be revised as part of STC F, there are no plans for a safe crossing of Sheare's St and getting onto Washington St.</p> <p>These would be necessary to cater for safe cycle traffic between Tyndall Inst./Mercy Hospital/St. Vincent Br and Lancaster Quay/Western Rd/College Gates.</p> <p>Having a southbound cycle lane through Wood St, or a facility to safely cross Sheare's St to connect Moore St and Little Hanover St would be essential.</p>	Please refer to Section 4.10
NTA-C9-1980	<p>Perrott's Inch (Map F11) - A new lay-out should be found that enables the preservation of as many of the mature trees as possible. Location of trees on the map does not always seem to be accurate.</p>	Please refer to Section 4.3
NTA-C9-1980	<p>we need to develop a new itinerary in the area to further facilitate shuttle services in the shortest way coming from Pouladuff Rd / Donovan's Rd to serve Tyndall, and – in the future absence of bus stops – have a place to pull in.</p>	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-1980	<p>Victoria Cross / Crows' Nest (Map F08) We have no objections in principle but need to assess the proposed land take in light of the recent developments on our property.</p> <p>The Laurels/Roseleigh at Gaol Cross (Map F10) We are open to discussions about the proposed land take.</p> <p>Perrott's Inch (Map F11) We are open to discussions about the proposed land take</p> <p>West of Main College Gates (Map F11) We are open to discussions about the proposed land take.</p>	Please refer to Section 4.3
NTA-C9-1980	In general, we strongly welcome any bus prioritisation along STC F, as these will facilitate fast and reliable bus services between UCC's Main Campus and the forthcoming Cork Science and Innovation Park in Curraheen	Please refer to Section 4.6
NTA-C9-2004	The two way cycle track infrastructure currently does not allow cyclists to easily use Western Road. Moving the two-way cycle path to southside of Western Road would be preferable to facilitate better access to UCC.	Please refer to Section 4.10
NTA-C9-2004	Due to high pedestrian footfall at UCC at peak times - The Donovan Road/Western Road junction should be redesigned to ensure there are no pedestrian/cyclist shared spaces.	Please refer to Section 4.10
NTA-C9-2004	Mardyke Walk should be redesigned to include segregated infrastructure and/or traffic calming measures to ensure that if cyclists have to share the road space traffic it is a low speed.	Please refer to Section 4.10
NTA-C9-2004	Due to high pedestrian traffic - The Lancaster Quay/Mardyke St junction should be redesigned to ensure there are no pedestrian/cyclist shared spaces and cyclists are segregated from both traffic and pedestrians.	Please refer to Section 4.10
NTA-C9-2004	Cyclists will use Dyke Parada therefore segregated cycling infrastructure should be included at this junction with Mardyke St.	Please refer to Section 4.10
NTA-C9-2004	They cycle lanes at the bus stops on Washington St should be wider to provide greater capacity.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2004	It is unclear why the plans have not attempted to make use of Schoolboy's Lane or Roger Casement Park as routes across from Glasheen Road to Model Farm Road.	Please refer to Section 4.10
NTA-C9-2004	A clear, safe, and segregated route for cyclists to travel north/south between Sheare's Street and Washington Street should be provided.	Please refer to Section 4.10
NTA-C9-2004	There should be better consideration of right turns off the cycle track into side roads along this route through the use of infrastructure such as jug turns.	Please refer to Section 4.1
NTA-C9-2004	We 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-C9-2024	The derelict building at 4 Wilton Park Villas on Curraheen road, at Bishopscourt Green, could be used to offset the loss of the green area by moving the Bus Stop to this site or could be CPOed and has the potential for community dividend in renovation.	Please refer to Section 4.10
NTA-C9-2024	The proposed pathway, looping through the trees, doesn't appear feasible and there is a huge loss of green space. The photo provided does not adequately show the amount of green space proposed to be removed.	Please refer to Section 4.9
NTA-C9-2024	We would query the proposed bus stop on Bishopstown road, moving the existing stop from directly outside Wilton Shopping Centre does not appear feasible.	Please refer to Section 4.12
NTA-C9-2024	Given the loss of green areas along the Curraheen road, we would request consideration to a playground, as a community dividend, on green spaces in Cardinal Court which would be of sufficient size and remove from main artery roads.	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2024	The loss of car parking spaces at TSB on Curraheen road could have huge traffic impacts and needs to be explored.	Please refer to Section 4.7
NTA-C9-2024	There are concerns with the proposed changes to the green on Curraheen road at Firgrove Avenue. The number of trees indicated on the map is not consistent with the number of trees currently on the green. We would request that the proposed additional 5 trees be Fir Trees in line with existing horticulture.	Please refer to Section 4.3
NTA-C9-2024	A footbridge from CUH to Wilton shopping centre, to allow pedestrian access safely to both buses stops, given that the proposed strip of road is to be 4 lanes, could be hugely beneficial to bus users, pedestrians and those working within the hospital.	Please refer to Section 4.10
NTA-C9-2024	The loss of land to the Credit Union, given works recently undertaken and the need for car parking spaces, could be problematic.	Please refer to Section 4.7
NTA-C9-2028	<p>Alternative Route</p> <p>As detailed on your maps, footpaths will be provided on both sides of Wilton Road as part of the upgrade works, so the provision of an alternative pedestrian route seems superfluous. As regards the need for an alternative cycle route, one already exists (and has been extensively upgraded recently) on Schoolboy's Lane located on the Eastern side of the Presentation Brothers College Rugby grounds. Should consideration not be given to incorporating this into your plans instead of additional capital expenditure? Would not an extension of this route from exit near St Finbarr's Cemetery towards CUH make more sense both financially and otherwise?</p> <p>An alternative cycle route via Glasheen Road and Schoolboy's Lane connecting UCC/ College Road/ City centre directly to CUH and the general Wilton area has the added advantage of keeping cyclists off the busy Wilton Road route. The Glasheen Road/ Schoolboy's Lane route also makes sense when considered with the potential future cycle route to Clashduv Road as indicated on Map 5 of the route F brochure.</p> <p>The current "alternative cycle and pedestrian route" also does not make sense from a cyclist's point of view. The exits out on to Wilton Road and Magazine Road as it approaches Dennehy's Cross make little sense. Depending on which way a cyclist wants to travel, the location of these exits will necessitate the cyclist having to move across several lanes of traffic after exiting the route.</p>	Please refer to Section 4.10
NTA-C9-2028	The effective formation of an alleyway bordered on either side by private property will encourage anti-social behaviour and will increase the likelihood of burglary and vandalism of both my property and neighbouring properties.	Please refer to Section 4.13
NTA-C9-2028	<p>The erection of a high security wall between my property and the proposed route, within 2 metres of my house, will block all of the natural light that currently enters several rooms in my home.</p> <p>The erection of 'street' lighting, required for safety along the route, will mean constant light pollution at night.</p>	Please refer to Section 4.11

Submission Reference	Statement	NTA Response
NTA-C9-2028	The proposed new route will almost certainly devalue my property for all the reasons stated above.	Please refer to Section 4.8
NTA-C9-2028	I have a young family and I believe the new route placed immediately outside my home would potentially jeopardise the health and safety of my young children.	Please refer to Section 4.1
NTA-C9-2028	<p>As the map you provided does not accurately display my home and property, it is difficult to truly assess the impact of your proposals. I outline some of the errors below: The maps don't display any of the new boundaries bordering my home which are in existence since 2010. Your map also incorrectly shows the roadway from Wilton Road into my property as a public road when in reality it is a privately owned entrance/driveway. Your map doesn't show the house on my property as it is partially cut off on page 43 and covered by the map legend on page 44. Your map therefore doesn't take into account the proximity of my house, erected in 2010, to the boundary of the proposed "alternative cycle and pedestrian route". The distance from my windows to the edge of the route could be as little as 1.5 to 2 metres depending on your plans. It appears this map was drawn using very out of date (12+ years) source material, and without anyone inspecting the proposed route in person. As I have stated earlier, it is difficult to make an accurate assessment of, or a considered objection to, your proposal as a result.</p>	Please refer to Section 4.9
NTA-C9-2046	<p>A better short/medium term plan would be to re-direct significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road.</p> <p>Also, options should be considered to reduce the volume of HGV traffic and county buses - by utilising alternative more suitable routes such as the Carrigrohane Straight Road and the South City Link Road.</p> <p>Ultimately, the North Ring road, road infrastructure from Poulavone Roundabout to N/M22 needs to be planned and constructed to coincide with the delivery of the M22 Cork – Limerick motorway. This would provide significantly greater interconnectivity between the N40 and N22 to the South/West with the N20 and M8 to the North/East. This will be needed to re-direct bulk cross City traffic away from residential areas such as Wilton Road.</p> <p>I think all of the above should conclusively demonstrate that the current NTA proposal for Bus Connects - Bishopstown requires further consideration and adjustment.</p>	Please refer to Section 4.10
NTA-C9-2046	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 the Wilton Road residents. In the event the traffic moves closer to our house then this will increase the noise magnitude significantly within the house to a disturbing level.	Please refer to Section 4.11
NTA-C9-2046	Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-2046	This proposal would have a very significant adverse affect on the value of properties.	Please refer to Section 4.8
NTA-C9-2046	Removal of lawns, hedges, shrubs, trees & habitat. A number of households along the road have invested a lot of time and effort in maintaining shrubs and hedges. All of this greenery will be decimated with this plan with the loss of nesting, etc for birds. Also, there are bats in this vicinity – is there knowledge where these nest/hibernate ? The plan as currently constituted will have an enormous environmental impact which has not been accessed.	Please refer to Section 4.3
NTA-C9-2046	There is an excessive land acquisition on properties between Dennehy Cross and Wilton Gardens junction considering there are better and more cost effective solutions to be considered. These include: Identifying Schoolboys Lane via Glasheen road as the principal cycle route from Bishopstown to City Centre. This would therefore divert cyclists away from Wilton Road. A realistic option for any residual cyclists on Wilton Road would be to utilise the bus lane as a combined bus/ cycle lane on Wilton Road. The above would reduce significantly the amount of land take that would need to be acquired.	Please refer to Section 4.3
NTA-C9-2046	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible thereby creating a dangerous situation where people will have to reverse on to Wilton Road.	Please refer to Section 4.3
NTA-C9-2046	No detail has been provided by the NTA/Cork City Council for properties that are at a higher than the road, i.e. the degree to which re-grading of our front entrances as well as access to the rear of the property. We object strongly to this plan if re-grading is required which could have an adverse impact on foundations, etc	Please refer to Section 4.3
NTA-C9-2069	There will be a significant loss in mature trees which will have a negative environmental effect in the area.	Please refer to Section 4.3
NTA-C9-2073	Widening the road will simply increase traffic, air pollution and noise pollution.	Please refer to Section 4.11
NTA-C9-2073	As note already we have a young family (3 children), in the years ahead there will be a requirement for more cars in our driveway, the proposal to widen Wilton Road will result in the loss of parking spaces for our family.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-2073	<p>It is likely in the years ahead elderly family members may need to live with us and we suspect that a further increase in the incline of our driveway will make it impossible for example an ambulance to enter our driveway.</p> <p>Cars need to be slowed down otherwise a fatality will occur on this road.</p> <p>The speed limit of Wilton Road needs to be reduced.</p>	Please refer to Section 4.5. It is noted that the current proposals include a speed limit reduction along Wilton Road to 30kph.
NTA-C9-2085	Please note on the proposed STC for Bishopstown to City Center there are 2 buses that should be moved between the junction at Curraheen Rd and Melbourne Rd to Deanhall.	Please refer to Section 4.12
NTA-C9-2099	As there will be a backlog of traffic on Melbourne road, and Curraheen Road (past the junction) this will have no effect on the bus journey times.	Please refer to Section 4.2
NTA-C9-2099	This bus lane will have the effect of reducing and making the driveway/parking spaces at Bishopwood houses, and adjoining houses unusable	Please refer to Section 4.7
NTA-C9-2108	Was any consideration given to converting a small section of the old quarry on Melbourn Road to carparking for the businesses on Curraheen Road? The quarry doesn't seem to be a rich green environment, and it might even be enhanced by appropriate planting around a confined carpark.	Please refer to Section 4.7
NTA-C9-2109	I wish to state as a resident of Bishopscourt Road I feel it is outrageous to widen the road on the Northern side encroaching on private owners property when there is vacant land and a derelict property on the southern side of the road.	Please refer to Section 4.3
NTA-C9-2117	<p>Bishopstown Road/Wilton Shopping Centre junction - This is consistently cited by residents, students, and others that this intersection is needlessly complex, prioritizing motor traffic above pedestrian and cyclist experience, both in terms of time to cross and safety experienced</p> <p>Though the current proposed design is a step up from the current situation, there is still need for improvement.</p> <p>As a busy junction, this is one of the most important to improve the design of, incorporating the 'Dutch junction' style which was mentioned in the above sections.</p>	Please refer to Section 4.2

Submission Reference	Statement	NTA Response
NTA-C9-2128	The recent collapse of infill rubble on the quayside under the City Car Park by the South Gate Bridge makes me worry about the integrity of the bridge itself.	Comment is noted
NTA-C9-2134	If these groups of noisy students are brought even close to our property it will become unbearable. We strongly object to any encroachment of our already tiny front garden, thereby bringing our house even closer to the street and footpaths which will make the noise (and air) pollution from buses and busy traffic frankly intolerable.	Please refer to Section 4.3
NTA-C9-2134	We are deeply concerned about the impact this proposal will have on parking for us - it is already very very difficult for us to get residential parking during the College term with such demand for parking in the vicinity of UCC.	Please refer to Section 4.7
NTA-C9-2134	Adding a minimal amount of space to the existing road is not going to make it safe enough with busy footpaths during term and students stepping out on the road to avoid each other.	Please refer to Section 4.1
NTA-C9-2151	There is no Active Travel connection on to the Carrigrohane Rd/Straight Rd. There should be a bidirectional cycle lane for people cycling along this road. The walking & cycling route should also tie into active travel route through the car park to the NW of the Victoria Cross junction. This route provides a shorter, more convenient river crossing, and a more pleasant route for trips across Wellington Bridge or towards the Mardyke.	Please refer to Section 4.10
NTA-C9-2151	Consider a bidirectional walking and cycling route along Mardyke Walk or Western Rd. The parking places along these roads are not essential, and the design team should consider removing parking places altogether to improve the public realm and the experience of people walking and cycling.	Please refer to Section 4.10
NTA-C9-2151	There are no cycling links to access the central and eastern parts of the UCC campus. It is vital that proper cycling facilities are provided at these locations.	Please refer to Section 4.1
NTA-C9-2151	More aggressive traffic calming measures (speed bumps, staggered parking, etc.) must be introduced to reduce vehicle speeds further to the 30 kph speed limit on the Mardyke (shared space).	Please refer to Section 4.10

Submission Reference	Statement	NTA Response
NTA-C9-2154	Allowing right turns onto Western Rd ((from River Lee Hotel/Lancaster Gate apartments junction) and into Mardyke St would provide an alternative for this traffic. But turning coaches left into Mardyke St seems hardly possible (geometry). At least, coaches must be allowed through the bus gate (at UCC main gates) to Western Rd (west).	Please refer to Section 4.10
NTA-C9-2154	The bus lane on Sheare's St is without any bus stops. This bus lanes apparently is for routes from the city centre ending at College Gates (in former plans: Mardyke St). Where should passengers board these buses?	Please refer to Section 4.12
NTA-C9-2154	Bus stop on Washington St, close to South Main St, is quite far away from the Grand Parade. A bus stop at the western end of the City Centre Central Corridor should be at Daunt Square on Grand Parade.	Please refer to Section 4.12
NTA-C9-2154	The proposed layout around the bus in Washington St (east of Sth Main St) is highly questionable for cyclists and pedestrians/bus passengers. Segregated cycle paths are being narrowed at the bus stops, in a street space that is barely wide enough to accommodate moving pedestrian traffic. This location for the bus stop seems highly unsuitable.	Please refer to Section 4.1
NTA-C9-2154	Bus gate at Bandfield (UCC gates) should be altered that a) Car traffic from Donovan's Rd can go directly west to Western Rd (to avoid unnecessary traffic load on Western Rd (east) and Mardyke St in order to go west b) Local traffic from Western Rd (east) can only enter Donovan's Rd (as proposed) c) Buses from Western Rd (east) to be able to turn back east into Mardyke Walk (or the other way round) to facilitate a terminus loop for routes 6 and 21	Please refer to Section 4.12
NTA-C9-2154	Future bus routes 6 and 21 will terminate at UCC Gates to loop from Western Rd (east) into Mardyke Walk, Mardyke St to Lancaster Quay (or vice versa). In present plans, the Bus gate at Western Rd/Donovan's Rd won't allow for such turns. It is unclear where these buses should turn around.	Please refer to Section 4.12
NTA-C9-2154	Plans show a 'left turn only' coming from the River Lee hotel. At bus gate at UCC Main Gates, all traffic is forced up Donovan's Rd. Shall traffic from hotel/apartments all go up Donovan's Rd and squeeze through College Rd (east)?	Please refer to Section 4.2
NTA-C9-2154	General westbound traffic must turn from Washington St into Sth Main St (straight ahead-ban). This makes no sense.	Comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-2154	All general traffic from the West towards Grand Parade must turn from Cross St left into Washington St. The turn here is much tighter than today's turn from Courthouse St into Washington St. Buses, vans, HGVs need to take this turn which appears geometrically impossible. Map F15 shows a right turn ban from Cross St to Washington St (west). This would rule out any turn-arounds of larger vehicles between Victoria Cross and Grand Parade.	Please refer to Section 4.2
NTA-C9-2154	The Traffic Management plan around Washington St up to Donovan's Rd appears to be inconsistent in numerous details.	Comment is noted
NTA-C9-2154	The cyclists' ramps on Mardyke St imply that turning cyclists should use the footpath turning from Western Rd into Mardyke Street. Given limited space and sight lines there, this would be highly dangerous for pedestrians.	Please refer to Section 4.1
NTA-C9-2154	The plans show no cycle routing from the Middle Parish / North Mall / Mercy Hospital / St Vincent Bridge towards Washington St / Lancaster Quay / Western Rd. Safe cycle links from Prospect Row, Moore St and Grattan St towards Washington St and safe crossings of Sheare's St must be included.	Please refer to Section 4.10
NTA-C9-2154	The 2-way cycle track at Victoria Cross is welcome, but from a users' perspective, it would make more sense on the southern side of Victoria Cross Rd due to high origin/destination footfall.	Please refer to Section 4.1
NTA-C9-2187	<p>Please consider putting the cycle lane going West to East across the Melbourn Road junction on a raised table and yield signs so traffic in the main lane in the same direction has to yield to cyclists going straight</p> <p>Please allow cyclists going across the top of the T from East to West to continue when the main lane has a red light for traffic exiting Melbourn Road. Since the cycle lane is separated from the main lanes there is no point having a red light for cyclists except when pedestrians are crossing.</p> <p>Please provide a facility for cyclists to continue straight East to West along the Bishopstown Road when traffic is exiting Wilton Avenue, there is no need to stop them as the cycle lane is separate from the car lane.</p> <p>Please consider continuing the bidirectional cycle lane down Glasheen Road to join the path on Old Schoolboys Lane</p> <p>Please consider moving the lane from the Eastern Side of the road in across from the church to the Western side</p>	Please refer to Section 4.10
NTA-C9-2187	<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-C9-2187	Please ensure that pedestrian and cycle lights are prioritised over other traffic lights (apart from bus priority).	Comment is noted

Submission Reference	Statement	NTA Response
NTA-C9-2187	I commend the plans for cycle lanes in Dennehy's Cross and the bidirectional cycle lanes from there to the Mardyke. I am delighted with the inclusion of a dedicated cycle westbound on Western Road from Washington Street.	Please refer to Section 4.6
NTA-C9-2187	There are many instances of removed trees in the plan. Please make every effort to mitigate this, or transplant trees, and if felling is unavoidable ensure that trees are replaced with an equivalent trunk cross-sectional area of younger trees.	Please refer to Section 4.3
NTA-C9-2187	Please change the light sequence at side streets such as Woods St, Mardyke St, Woods St, and Little Hanover St so the lights are green by default for cyclists, and drivers have a green for a small duration of the timed cycle, or preferably triggered by sensors.	Please refer to Section 4.10
NTA-C9-2187	Please install bus lane cameras as drivers regularly block the existing northbound bus lane all the way from Dennehy's Cross to the Wilton Roundabout during the hours of bus lane operation.	Please refer to Section 4.10
NTA-C9-2187	On Curaheen Road it is likely pedestrians will continue across the cycle track rather than follow the contour of the footpath introducing points of conflict and potential collision. Please gradually introduce these detours.	Please refer to Section 4.1
NTA-C9-2187	Please consider making Wilton Road one way for car traffic to make way for a bidirectional cycle lane. This would do wonders for traffic in the area and remove the issues around extra land acquisition.	Please refer to Section 4.10
NTA-C9-2187	Please increase the size of the build outs at the CUH entrance on Bishopstown Road, these are inadequate to provide protection from left turning motorists to cyclists continuing straight. Please make the design closer to the typical Dutch design. Please consider putting the two cycle lanes next to each other on one side of the road, protected by parked cars.	Please refer to Section 4.10
NTA-C9-2187	I support the planned changes to the Wilton Roundabout (which the Council were planning on turning into a signalised junction anyway). I support the plan for bidirectional bus lanes along the length of the Wilton Road.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2210	There are numerous large trees along this route which would mean a loss of diversity of both the flora and fauna in the area.	Please refer to Section 4.3
NTA-C9-2218	The noise repercussions are also significant, in what has traditionally been a fairly quiet residential area. The Mardyke was originally a pedestrian route and has been designed as such. It was never meant to be a major thoroughfare as proposed by Bud Connets.	Please refer to Section 4.11
NTA-C9-2218	The amount of children entering and leaving the previously mentioned institutions means that there is a significantly increased risk to their safety, with an excessive volume of traffic on the street. There was recently a very tragic incident on this street and it cannot be a case that this risk is further increased with two-way traffic and a redirection of this traffic into the area.	Please refer to Section 4.1
NTA-C9-2224	Noise levels for residents is already at a high level, but becoming a two way road serving as both the main through way inbound and outbound for all traffic would be a high price for residents to pay when the current situation is bad enough.	Please refer to Section 4.11
NTA-C9-2224	If this road was a two way street it would make this a much more difficult and risky process. Many young children and teenagers are crossing this road also to get to school both morning and evening. Unfortunately on this route, there has recently been a fatality on the road of a young pedestrian.	Please refer to Section 4.1
NTA-C9-2251	The submission states that services on routes 5, 14 and 10 on the Cork New Bus Network that terminate in Cork University Hospital (Map 4) should do so in close proximity to the pair of bus stops outside the hospital to facilitate interchange between these routes and routes 2 and 15/30.	Please refer to Section 4.12
NTA-C9-2251	Request to clarify the arrangements for turnaround and termination of routes 6 and 21 of the Cork New Bus Network in the vicinity of Western Road and Mardyke Walk (Map 12).	Please refer to Section 4.12
NTA-C9-2256	This new proposal is very discriminating against long term residents who have cars.	Please refer to Section 4.14

Submission Reference	Statement	NTA Response
NTA-C9-2264	Has the potential impact of uncovering archaeology been considered during the 'excavation of existing roads, plus parts of gardens and footpaths' and that the duration of this could take and further impact local residents and businesses and commuters in advance of infrastructure being inplace?	Please refer to Section 4.14
NTA-C9-2264	As the construction impacts and operation impacts will be long term, how is it envisaged noise, dust and air impacts will mitigated against? Undoubtedly the potential stress of these proposals is impacting on their health already. In addition temporary traffic diversions in addition to noise, dust and air impacts will certainly impact on quality of life of local residents, particularly young children at nightttime and elderly.	Please refer to Section 4.11
NTA-C9-2264	This proposal impacts our community.] Through this proposal it is dividing communities.	Please refer to Section 4.14
NTA-C9-2264	This proposal will destroy the local community by severing access and in turn the community. The security and safety of our home is a huge concern with this proposal.	Please refer to Section 4.14
NTA-C9-2264	This current proposal impacts on both our front garden and our back garden. With this proposal we are effectively surrounded with our property immensely devalued as a result.	Please refer to Section 4.8
NTA-C9-2264	Concerns regarding safety of children and elderly using the footpath with bus lanes adjacent allowing higher speeds needs to be investigated. instead of bus lanes cycle lanes may be a safer alternative and is consistent with NTA Active Travel for commuting.	Please refer to Section 4.1
NTA-C9-2264	This statement is of huge concern regarding safety and security of my family and our property on Wilton Road.	Please refer to Section 4.1
NTA-C9-2281	Impact on properties on Curraheen Rd, Bishopstown Rd and particularly along Wilton Road with its mid 20th century boundary features which complement the architecture of the houses here.	Please refer to Section 4.14

Submission Reference	Statement	NTA Response
NTA-C9-2394	By running this proposal will lead to lots of anti-social behaviour in the area.	Please refer to Section 4.14
NTA-C9-2394	Increase the safety of cycle lanes instead of interfering with people gardens.	Please refer to Section 4.1
NTA-C9-2394	There be a loss of privacy. Increase in noise pollution from traffic. And will also affect mental health.	Please refer to Section 4.3
NTA-C9-2394	Reduced resident parking and on street parking due to HSE customers.	Please refer to Section 4.7
NTA-C9-2394	This scheme will have an effect on the price of the trees	Please refer to Section 4.3
NTA-C9-2395	By running this proposal there will be on enjoyment for people with there properties	Please refer to Section 4.8
NTA-C9-2396	Loss of garden will mean loss of property value for the residents homes	Please refer to Section 4.3
NTA-C9-2396	Safety pulling put of there driveways	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2397	Impact on parking for residents every one of them needs atleast two to three spaces.	Please refer to Section 4.7
NTA-C9-2397	This plan will be bad because it will remove lots of trees	Please refer to Section 4.3
NTA-C9-2397	Impact on the privacy of people's houses.	Please refer to Section 4.3
NTA-C9-2398	People will be impacted by anti-social behaviour in the area People need there security.	Please refer to Section 4.14
NTA-C9-2398	Due to environmental issues that will cause noise from wildlife animals.	Please refer to Section 4.11
NTA-C9-2399	By introducing the two cycle lanes people will finf it hard to access there properties.	Please refer to Section 4.5
NTA-C9-2399	Thinking needs to go into alternative proposal from wilton road	Please refer to Section 4.10
NTA-C9-2399	This scheme will increase anti-social behaviour in this area	Please refer to Section 4.14

Submission Reference	Statement	NTA Response
NTA-C9-2399	Reduce heavy traffic on the wilton road.	Please refer to Section 4.10
NTA-C9-2399	Noise and air pollution will be caused. Aswell health and wellbeing for the residents.	Please refer to Section 4.11
NTA-C9-2399	There will be a reduction in parking spaces for family members And will effect maintance people from entering there home.	Please refer to Section 4.7
NTA-C9-2399	This will cause the devalue of their properties.	Please refer to Section 4.8
NTA-C9-2400	too many cycle lanes	Comment is noted
NTA-C9-2400	Lack of parking	Please refer to Section 4.7
NTA-C9-2400	The priority lights for cyclists are a danger to the elderly	Comment is noted
NTA-C9-2400	Excellent Corridor routes	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2402	The issue identified in the submission relates to loss of land with impact to car parking and access to home.	Please refer to Section 4.3
NTA-C9-2404	Impact on clients travelling to submissions business, both accessing business and onsite parking due to the 3 lane bus lane. negative impact on business operation and viability	Please refer to Section 4.7
NTA-C9-2405	objection to proposed cycle lane through presentation brothers rugby field as it creates a secluded alleyway as a haven for antisocial behaviour at the rear of fifty homes.	Please refer to Section 4.13
NTA-C9-2405	objection to proposed cycle lane through presentation brothers rugby field as it requires land acquisition from home owners	Please refer to Section 4.13
NTA-C9-2406	noise pollution and air pollution due to increased traffic	Please refer to Section 4.11
NTA-C9-2406	impact on car parking	Please refer to Section 4.7
NTA-C9-2406	safety concern with increased traffic	Please refer to Section 4.2
NTA-C9-2407	Walls of substantial dimension will have to be erected to ensure security and privacy thus causing further impact on amenity and value of the property;	Please refer to Section 4.3

Submission Reference	Statement	NTA Response
NTA-C9-2407	Approx. 96 metres of mature hedges, shrubs and trees will be removed from front and rear gardens thus destroying current amenity in the gardens;	Please refer to Section 4.3
NTA-C9-2407	loss of land due to cycle and pedestrian route in map 6 & 7	Please refer to Section 4.3
NTA-C9-2409	There are many suggested alternative routes the residents group has detailed within their submission	Please refer to Section 4.10
NTA-C9-2409	the proposed cycle land at the rear of up to 50 homes is a isolated haven for antisocial behaviour	Please refer to Section 4.13
NTA-C9-2409	removing large amounts of land on the wilton road has negative impacts on parking ability by residents	Please refer to Section 4.3
NTA-C9-2409	removing land and resulting cars turning directly out on to the main wilton road is a dangerous situation	Please refer to Section 4.3
NTA-C9-2425	Request to be contacted regarding potential land acquisition	Please refer to Section 4.3
NTA-C9-2663	I am a business owner on Wilton Road. The building affected is divided into four businesses and between us we employ 30 staff and require parking for staff, patients and customers on a daily basis. The proposal will remove the carpark and the side access to the four businesses. My business completely depends on the elderly, families and sick patients to be able to access the pharmacy, as well as passing trade. Should the proposal go ahead it will cause the closure of my business. This in turn would cause me to declare bankruptcy and doing so, cause me my licence to practise. This would destroy my livelihood and personal life.	Please refer to Section 4.7

Submission Reference	Statement	NTA Response
NTA-C9-2663	I am a business owner on Wilton Road. The proposed cycle/pedestrian track turns west into a shared commercial business park. The building affected is divided into four businesses and between us we employ 30 staff and require parking for staff, patients and customers on a daily basis. The proposal will remove the carpark and the side access to the four businesses. This will result in the closure of my business.	Please refer to Section 4.7
NTA-C9-2663	There are controlled drugs and other substances in the back of my premises. The public will be able to enter through the back and I will be a bigger target to crime.	Please refer to Section 4.13
NTA-C9-2795	I would not be comfortable walking or cycling in some areas of Cork City and its suburbs, particularly poorly-lit or overgrown areas. The new cycle lanes and footpaths - especially those away from roads, for example PBC Grounds - would need to be well-lit, open areas, with security cameras, if they were to be considered a safe space for everybody.	Please refer to Section 4.1
NTA-C9-2795	I am greatly in favour of the plan to make Cork a more environmentally friendly and sustainable city, while improving transport services. I could see myself using them frequently in the future	Please refer to Section 4.6
NTA-C9-2809	Cannot understand how you can deprive students of the bus route they already have connecting UCC and MUT with the railway station and city centre for bus station	Please refer to Section 4.12
NTA-C9-2842	P38 – distance between the new bus-stop location at Dunnes Stores and the bus-stop at Eden Hall seems to be far?	Please refer to Section 4.12
NTA-C9-2842	P42 – I am in favour of removing the roundabout it is dangerous for people who cycle and are walking.	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2842	<p>P40 – Can a desire line to the bus-stop be included for pedestrians coming from the Bishopscourt direction?</p> <p>P41 – There is a constant complaint from pedestrians about the wait times at the junction to CUH. I understand there are a lot of lanes here. Can a bridge be considered or putting some of the traffic underground? Or perhaps an extra pedestrian crossing?</p> <p>P43 – Could Presentation Brothers College sports grounds be also used to link to Schoolboy Park off Magazine Road?</p>	Please refer to Section 4.10
NTA-C9-2846	<p>Grande Parade should also be considered in the Bus Connects proposals.</p> <p>It is currently a permanent traffic jam and this impacts significantly on bus times.</p> <p>Grand Parade should be a permanent bus only corridor.</p>	Please refer to Section 4.10
NTA-C9-2846	<p>The replacement of the Wilton and Poulavone roundabouts with signalised junctions is a huge retrograde step and should be revised.</p> <p>Currently, the roundabout at Wilton works well (for traffic), it is of course very dangerous for cyclists and impossible to use for pedestrians.</p> <p>It is also important for Bishopstown residents to access Aldi as people have to go around the roundabout in order to transit back west the Bishopstown Road due to the central median outside Aldi and the High Street Shopping Centre.</p> <p>This access would not be possible with the proposed junction layout.</p>	Please refer to Section 4.2
NTA-C9-2846	<p>The only issue here is that the existing bus stop outside of Fitzgerald’s Park is proposed to be removed and relocated about 250m east of its current location.</p> <p>The bus stop in its current location is convenient for families accessing Fitzgerald Park and the Mardyke.</p> <p>There does not seem to be any logic for moving it from its current location and represents an inconvenience.</p> <p>This seems to be more of a management & scheduling issue which needs to be dealt with.</p> <p>Also, it’s counterintuitive that bus services are reduced at weekends when demand is higher. More busses should be provided at times of higher demand including once off events like St. Patrick’s day, Christmas etc.</p> <p>It is noted that there is no bus stop outside of the gates of UCC. This would be an unnecessary inconvenience for students and staff attending here.</p>	Please refer to Section 4.12
NTA-C9-2846	<p>Hawkes Rd is currently a traffic knot. Traffic trying to turn right at the top of it often causes back ups as it is difficult to cross due to traffic volumes.</p> <p>MTU generates huge volumes of traffic causing gridlock in Bishopstown on week day mornings and afternoons during term time.</p> <p>An MTU park and ride facility should be established in order to keep this traffic out of Bishopstown.</p>	Please refer to Section 4.2
NTA-C9-2849	<p>Cycle lane will impede access to the building on Wilton Road</p>	Please refer to Section 4.5
NTA-C9-2849	<p>There is already severe bottle neck traffic with cars trying to gain access and leave the carpark facility of our business which fronts onto the main road – having a cycle lane impedes the access even more when trying to get our into and leave traffic flow on Wilton Road</p>	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2849	objection to the cycle lane out the back of and down the side of our building Wilton House	Please refer to Section 4.13
NTA-C9-2849	Objection to the cycle lane on Wilton Road as we already have very limited car park spaces	Please refer to Section 4.7
NTA-C9-2849	Cycle lane on Wilton Road will impact on the safety of our female staff and create more safety issues for staff working late in the evening	Please refer to Section 4.1
NTA-C9-2884	Objection to proposal due to increase in air and noise pollution	Please refer to Section 4.11
NTA-C9-2884	Any proposed monetary payments for loss of our garden ,parking ,privacy,security and huge devaluation of our home, will not in any way be enough to compensate us for huge loss of value on our property due to all previous mentioned issues.	Please refer to Section 4.3
NTA-C9-2884	A huge concern obviously is the proposed land grab (CPO) of our private property's frontage. I have calculated the proposal is to take 36 square metres approximately of our our front driveway/garden which could reduce our parking from a maximum of 5 vehicles to a maximum of 2 at the very most.	Please refer to Section 4.3
NTA-C9-2884	There will be an obvious lack of privacy	Please refer to Section 4.3
NTA-C9-2884	Concern regarding the safety aspect of a double cycle lane outside our home which already has 4 lanes of traffic plus 2 footpaths to take into consideration when entering and leaving our home. There will be a lack of security as everything would be moving closer to our home	Please refer to Section 4.5

Submission Reference	Statement	NTA Response
NTA-C9-2942	<p>This is not feasible as it has a huge impact on the safety on this road.</p> <p>This would give buses even more scope to drive faster past our property's. Knowing that the bus lane on Wilton road has led to over 150 accidents.</p>	Please refer to Section 4.1
NTA-C9-2954	<p>To support option 5, changes to the traffic flow in the City Centre should be considered carefully.</p> <p>The existing loop where Dyke Parade is one way inbound and Western Road is one way outbound should be maintained.</p> <p>The new proposed flow system appears overly complex and confusing with contra flows on both Dyke Parade and Western Road and conditional access from Donovan's Road to Mardyke Street etc.</p>	Please refer to Section 4.2
NTA-C9-2214	<p>Wilton Road Bus & Cycle Lane - this needs to be a 24 hour lane to make access and egress from Wilton Gardens safe and to provide a safer route for cyclists.</p> <p>Cyclists must be kept off the footpath to make walking safer for pedestrians.</p>	Please refer to Section 4.1
NTA-C9-2214	<p>Residents are appalled at the prospect of gardens and trees on Wilton Road being destroyed.</p> <p>We need trees and gardens in the city so we can have good air quality.</p>	Please refer to Section 4.3
NTA-C9-2214	<p>The bus is a vital form of public transport.</p> <p>We in Wilton Gardens Residents' Association would welcome more buses as a key factor in reducing reliance on the car.</p> <p>If buses were more frequent, and more reliable, then our city dwellers would be more inclined to leave the car at home.</p>	Please refer to Section 4.6

Submission Reference	Statement	NTA Response
NTA-C9-2229	<p>To my knowledge there has been no impact study performed on this since the introduction of the bus lane on the Wilton road and the changes to it. and the impact to other road users such as cyclists pedestrians, and the yellow junction box where it merges back into the left lane.</p> <p>I attended a consultation regarding this proposed widening of the Wilton road that was held in Ballincollig. and on conversing with one of the senior civil servants who's main work load comprises working on this project, they were not able to provide the specific detail on what the proposal was, with regards to how much property was being proposed to be removed from our home No. 58.</p> <p>we did come across detail that was suggesting that the road would be widened by 3 meters at this location, but they didn't have the detail as to how much, was proposed to be removed, from either side of the road. the speculation by this project member was that by looking at the graphic it looked like it would be 1 meter on either side of the road, but still maintaining that it would be 3 meters in total, and again this was speculation. more detail on the specifics before any advance on this proposal, Please, what traffic impact studies with it being pier reviewed, have been performed, because it's seems inappropriate that this level of information wouldn't be presented in this proposal so that residents and neighbourhoods can comment and have a full understanding and once this information has been presented another opportunity to respond through a public consultation process should be scheduled.</p> <p>Also their main focus / input into the project seemed to be from a cycling point of view, and seemed to be focused on the removal of the roundabout at the Magazine road / College road junction, and the converting of the Wilton road roundabout into a traffic light controlled roundabout, because people didn't seemed to know the rules of the road with regards to the use of roundabouts, and so their answer to that was extra obstructions to traffic flow onto the wilton roundabout, by making it a traffic light controlled roundabout, to make it safer for cyclists, (in their opinion), meanwhile cyclists can't be held accountable for their actions as there isn't a requirement to register as a cyclist and there is no easy way of identifying a cyclist as a result, neither is there any system by which cyclists are required to demonstrate competency for use of public roads in traffic. Also conversations recently with a vender of powered scooters was talking about the max speed allowed on a footpath, not to exceed the potential speed of a person running, and another max speed in a cycling lane before a cyclist of a racer bicycle would be required to remove themselves from a cycling lane and cycle with the main body of traffic. The communication at the time was for me to communicate , on this forum, the alternative of the existing cycle lane on Schoolboys Lane, behind the Eastern side of Presentation Brothers rugby pitch, and that cyclists could then continue on into the City centre via college road. rather than the proposed cycle lanes through the Presentation Brothers rugby grounds, and all that disruption and impact to residents safety and quality of life. it would be appropriate for the Project planners to meet with those impacted by the proposed cycle lane, in Presentation Brother Rugby grounds to dicuss safer and more appropriate options.</p> <p>Much has been stated about the relief to traffic flow the North Link Road would make any apparently this project has been on the back burner for several decades, is there an argument on progressing this project, to achieve the benefits that this was project would being to fruition</p> <p>A proposed widening of the Wilton road would impact planned future development of our home.</p> <p>It had been confirmed to myself, as part of the public consultation process that I attended in Ballincollig for those impacted by the Bishopstown to City proposal, that there was no proposal to change any currently existing traffic access routes / traffic direction flow, neither would it impact access or egress to homes due to the proposed project.</p>	Please refer to Section 4.9, 4.10 and 4.12
NTA-C9-2348	Strongly object to proposed cycle lane in Presentation Field adjoining our back gardens. This would promote anti-social behaviour and reduce safety.	Please refer to Section 4.13

Appendix B

Responses to Submissions Common to Multiple STC's

DRAFT

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.</p> <p>Any proposals for "segregation" are irrelevant, since the bollards or cones, used to provide the protection are easily destroyed by a single vehicle accident and the replacement lead time can be long. The absence of bollards just makes the cycle lane, a parking lane, or an undertaking lane. 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.</p> <p>Wide 4 lane carriageways make it more enticing for people to use their car. They can travel at higher speeds during off peak periods which in turn repels pedestrians and cyclists and especially children. The Skehard road in Mahon is a great example of how an area can be destroyed by well meaning schemes such as bus connects.</p>	<p>Based on the submissions made during the public consultation process and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p> <p>The potential noise impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface.</p>
NTA-C9-520	<p>I have observed the Bus/Cycle plan for Cork City with absolute incredulity. As one who has lived in the City for 54 years, I beg you to stop this madness, it is completely unnecessary and will pit the local population against the Authorities. I doubt if any of the road designers live nearby or in the City. Just look around the Centre of Cork, parts of the commercial area are derelict and this dereliction is spreading.</p> <p>There is no convenient parking in the City Centre and there are no toilets, but here we are with a proposal to spend millions in order to ferry people faster into this mess.</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-521	<p>I oppose the planned changes to 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>

Submission Reference	Statement	NTA Response
NTA-C9-705	I'm also quite worried about the removal of so much heritage and the loss of trees in some of the more mature areas in Cork	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, Cloghdub 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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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>

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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>

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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>

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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>

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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>

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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>

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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.

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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 ?	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-C9-1076	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	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.
NTA-C9-1076	Wider roads with extra lanes will lead to faster vehicular speeds. Also the extra traffic being diverted through large communities and school areas is a safety hazard	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

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 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-C9-1322	<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 devils 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 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-C9-1385	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>	<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-C9-1631	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	<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-C9-1640	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).	<p>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.</p>
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.	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p>
NTA-C9-1640	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.	<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-C9-1649	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 bus 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 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-C9-1697	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 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-C9-1734	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).</p> <p>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.</p> <p>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>

Submission Reference	Statement	NTA Response
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.</p> <p>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	<p>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.</p> <p>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.</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-C9-1932	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 letter and so on and that some will regret its 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.

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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. Busses should be prioritised over private cars.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2160	Along the way, don't forget biodiversity and tree planting for shade, cleaner air, quiet, beauty and closeness to nature. It is obvious that this goes hand in hand with any vision for a compelling and enjoyable built environment.	Where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project
NTA-C9-2160	Let's please have a city that is safe, healthy and accessible for people of all ages, incomes, backgrounds and abilities, and not one choked and dominated by cars. Cities are for people.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-2160	It is clear that the delivery of a comprehensive quality public and sustainable transport network is fundamental to the quality of life of people of all ages in Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2167	I am writing to show my support for the BusConnects proposal. While I do not live on any of the proposed routes, and sympathise with people losing car park spaces and sections of gardens, this scheme will benefit the city as a whole. While not perfect, the proposed routes are a step in the right direction. Over the years, car centric policy has had a detrimental effect on the city. These proposals should not be watered down just to appease some very vocal objectors.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

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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

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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.

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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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.

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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>

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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.

Submission Reference	Statement	NTA Response
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	<p>The revised proposals for Boreenmana Road retain many of the existing trees. Where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p> <p>This submission proposes extensions to routes outside the scope of the Sustainable Transport Corridors. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-2290	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	<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-C9-2293	<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 Trnasport 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	<p>The necessary detail in all the myriad documents you provide have made it difficult to assess many of the proposed plans, and especially to do so when the many maps provided are less than clear in places. While it must be appreciated that efforts have been made to calculate travel time to work etc., any such improvements cannot be allowed to obscure the negative results that are legion and must be addressed. I note that in places, the maps do not seem to show newly built houses or other buildings .</p>	<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-C9-2696	<p>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.</p>	<p>Noted</p>
NTA-C9-2696	<p>There is no indication of a comprehensive traffic survey having been carried out</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-C9-2777	<p>We must protect and preserve our heritage and history</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-C9-2777	<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 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-C9-2803	<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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