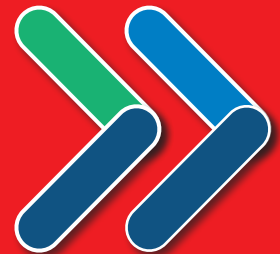




Maryborough Hill to City

Sustainable Transport Corridor

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



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Appendix B

Responses to individual submissions relating to several BusConnects schemes

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 I which runs from Maryborough 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 second 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 Centre;
- b) Mayfield to City Centre;
- c) Blackpool to City Centre;
- d) Hollyhill to City Centre;
- e) Ballincollig to City Centre;
- f) Bishopstown City Centre;
- g) Togher City Centre;
- h) Airport City Centre;
- i) Maryborough City Centre;**
- j) Mahon City Centre;
- k) Kinsale Road to Douglas; and
- l) Sundays Well to Hollyhill

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

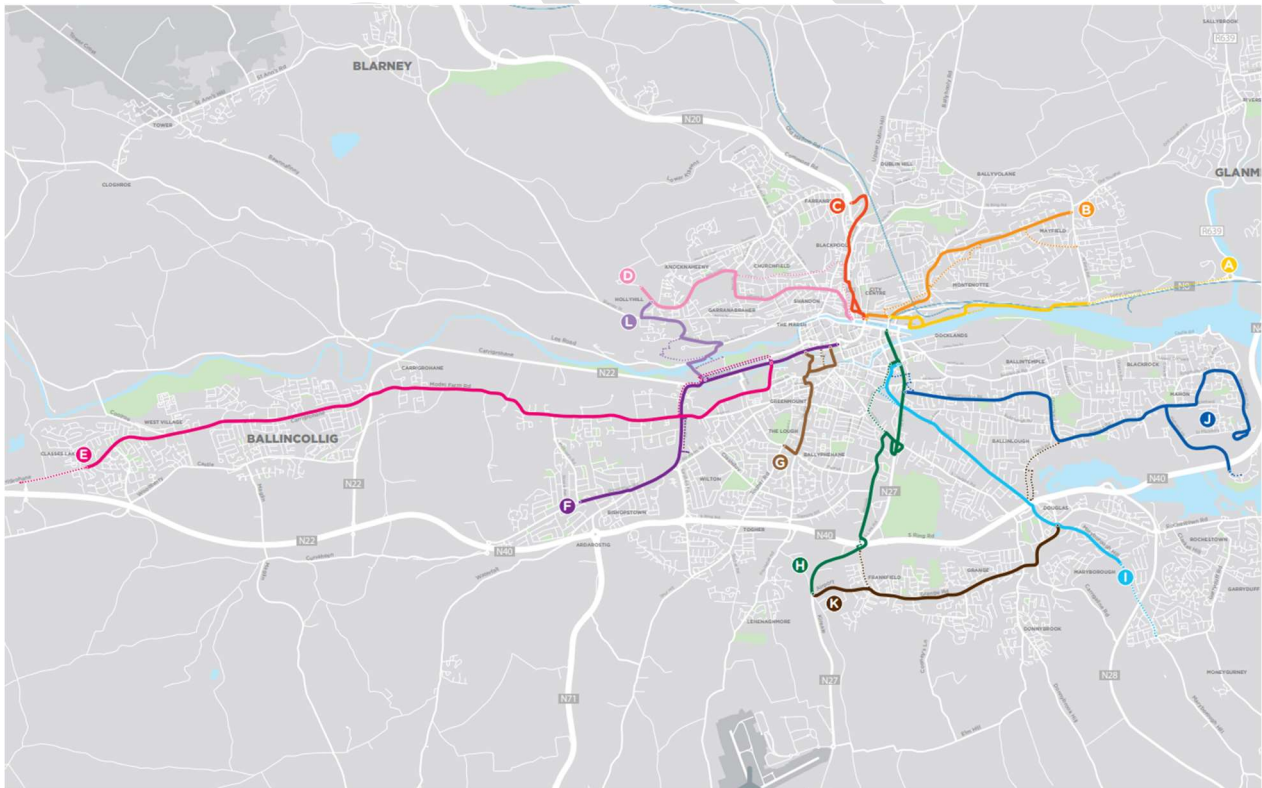


Figure 1: Radial Sustainable Transport Corridors Emerging Preferred Routes.

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:

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

1.5 Submissions Received

There were 692 submissions received relating to the Maryborough to City Centre 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 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) Surveys and Impact Assessments
- 2) Traffic Disruption, Traffic Diversions and Access Issues
- 3) Safety Concerns
- 4) Impact on Trees, Greenspace and Heritage
- 5) Parking
- 6) Proposed Land Acquisition
- 7) Devaluation of Property
- 8) Impact During Construction
- 9) Need for the Scheme and Alternatives to Infrastructure Improvements
- 10) Bus Network and Bus Network Redesign
- 11) Inadequate Consultation and Public Information Campaign
- 12) Alternative Infrastructure Options
- 13) Support for the scheme

2. Introduction

Consultation on the Maryborough to City Centre 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 location:

- Nemo Rangers GAA Club, Ballinlough, Cork, Wednesday 27th & Thursday 28th July

Community Forum Event was held at the following location:

- Rochestown Park Hotel, Rochestown Road, Douglas, Cork, Wednesday 14th September.

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

The public were invited to make written submissions relating to the Emerging Preferred Route consultation brochure. Submissions could be made by post or online via <https://consult.nationaltransport.ie>.

3. Number of Submissions

Overall, there were 692 unique submissions received that related specifically to the Maryborough Hill to City STC I. Of these, 495 were received via the online portal and 197 were submitted in hardcopy or via email. In addition to this, 474 submissions were also received that referred to multiple sustainable transport corridors.

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4. Issues Raised in the Submissions

All 692 of the submissions received by the NTA that related specifically to STC I were reviewed, along with the 474 general submissions. The issues raised were categorised, summarised, and analysed. A total of 13 main issues were identified during this review process.

Table 1: Frequency of Issues raised through the Submissions.

Theme	Frequency of Comments
Surveys and Impact Assessments	198
Traffic Disruption due to Traffic Diversions / Increased Traffic and Access Issues	464
Safety Concerns	303
Impact on Trees, Greenspace and Heritage	448
Parking	242
Proposed Land Acquisition	162
Devaluation of Property	158
Impact During Construction	86
Need for the Scheme	112
Bus Network and Bus Network Redesign	56
Inadequate Consultation and Public Information Campaign	120
Alternative Infrastructure Options	223
Support for the scheme	67
General submissions relating to multiple corridors	474

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

5. Summary of The Principal Issues Raised

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

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

- 1) Surveys and Impact Assessments
- 2) Traffic Disruption, Traffic Diversions and Access Issues
- 3) Safety Concerns
- 4) Impact on Trees, Greenspace and Heritage
- 5) Parking
- 6) Proposed Land Acquisition
- 7) Devaluation of Property
- 8) Impact During Construction
- 9) Need for the Scheme and Alternatives to Infrastructure Improvements
- 10) Bus Network and Bus Network Redesign
- 11) Inadequate Consultation and Public Information Campaign
- 12) Alternative Infrastructure Options, Including One way system on Douglas Road and South Douglas Road
- 13) Support for the scheme

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

Issue 1: Surveys and Impact Assessments

Submissions outlined that there was not enough baseline data collected before the design of STC I. Residents were disappointed that in-depth environmental, air quality, traffic, safety, transport demand, social, cost/benefit, economic, architectural, archaeological and historic heritage data had not been collected and analysed, prior to the decision-making process. Residents requested that this information be displayed transparently to the public.

Submissions noted that some of the items in the OS Mapping used were out of date and there were instances of missing information, they also noted that these maps were two-dimensional and did not include information on levels, and the accuracy of this mapping was questioned. Some trees were also not represented on the Maps provided, and it was requested that an up-to-date tree survey is performed to inform the next design stage.

NTA Response to Issue 1:

The designs taken to public consultation June – Oct 2022 were concept designs produced for the purpose of public engagement. At this stage of the project, it was not appropriate to carry out all the in-depth studies mentioned above. More in depth studies will be performed as the project progresses through the design stages.

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, however it is acknowledged that developments have taken place since the maps were last updated that may not have been reflected on the public consultation drawings. 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.

The potential impacts of the scheme will be assessed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of all potential environmental impacts, including impacts on; Population & Human Health, Biodiversity, Noise & Vibration, Air Quality & Climate, Soils & Geology, Water Resources, Landscape & Visual, Traffic & Transport, Material Assets, Waste Management and Cultural Heritage. This assessment will include for impacts generated during the construction phase as well as the operational phase of the project. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. A construction management plan will be developed to manage and mitigate impacts during construction.

Road Safety Audits and Cost Benefit Analyses will be performed and the results of these will also be used to inform and justify the next design stage.

Issue 2: Traffic Disruption, Traffic Diversions and Access Issues

Residents were concerned that the changes proposed could cause increased congestion, inappropriate through traffic, increased journey times, and hamper accessibility for locals.

Concerns were raised in relation to the proposed bus gate at the junction with Belair that vehicles travelling into Cork City Centre would use Douglas Road, then turn up Belair and onto Wallace's Avenue to access the N27 via Boreenmanna Road. Submissions noted that the roads are not suitable for a large amount of traffic due to restricted widths and in the case of Wallace's Avenue, steep gradients. Submissions also raised concerns that during school pick up and drop off times the area around Belair is very busy with parents dropping off children at Our Lady of Lourdes National School.

Residents were also concerned that the measures would have impacts on the accessibility of St Finbarr's Hospital, Douglas Village, Cork City Centre, schools, other services in the area and access to friends and family.

Concerns were raised that converting the Fingerpost Roundabout to a signalised junction would cause a decrease in the capacity of the junction and increase delays. People commented that the junction generally worked fine as it is, with vehicles rarely queuing.

Businesses were concerned that the proposals would hamper access to their business, and they would lose customers as a result.

NTA Response to Issue 2:

It is acknowledged that the proposed measures will result in restrictions on movement of private cars in Douglas and on Douglas Road. However, alternative routes for traffic will remain available to all destinations in the city. These proposals will be subject to more detailed traffic assessments in the next design stage.

The arrangement of bus gates on Douglas Road has been reconsidered and altered in the latest designs. A bus gate near Belair Estate is no longer proposed in the current design, and it is intended that the bus gate near the Well Road Junction will operate during morning peak hours only. A new outbound bus gate that will operate during the evening peak is proposed near the entrance to St Finbarr's Hospital, see STC I Maps 2 - 9 for details of these changes. The use of bus gates allows for bus priority without the need for dedicated bus lanes and the space that they require. The introduction of the outbound bus gate has reduced the level of landtake required along Douglas Road. A comprehensive traffic modelling exercise

will be undertaken as the design progresses to assess the impacts on all streets. Access to all properties by car will be maintained, although alternative routes may need to be used during peak times.

The locations of the bus gates in Douglas Village have been chosen to prevent Douglas Street East being used as a through route, however destination traffic will still be able to access the village at all times.

Signalising the Fingerpost Roundabout has been proposed for the following reasons:

- It will enhance the pedestrian and cyclist safety at the junction.
- It will allow traffic flows to be controlled, meaning that congestion can be managed more efficiently, and delays on all arms of the junction can be balanced.
- It allows for a higher level of bus priority to be achieved than is possible with a roundabout.

Issue 3: Safety Concerns

Concerns were raised for vulnerable road users, in particular pedestrians seeking to cross the road.

Concerns were raised for all road users and pedestrians due to residents reversing out of their driveways onto the main road across a cycle lane 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, raising concerns over pedestrian and cyclist safety.

Concerns were raised that the introduction of bus gates on Douglas Road would cause increased volumes of traffic on roads that are not suitable or safe for high levels of traffic, including Belair Estate, Ballinlough Road, Wallace's Avenue, Cross Douglas Road and Well Road. In particular, concerns were raised about school drop off for Our Lady of Lourdes National School where the introduction of the bus gate at Belair could cause increased traffic on the school drop off route, where there is already congestion and safety issues.

NTA Response to Issue 3:

Vulnerable road user safety has been a primary driver for the PRO scheme design with general enhancements to all junctions along the route to provide a safer environment for all road users but in particular for pedestrians and cyclists. These measures include:

- provision of protected cycle lanes and junctions which provide a safer environment for cyclists;
- additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines;
- continuous footpaths provided for the length of the scheme, including in areas where there is currently no footpath provision, and increased footpath widths where possible.

The latest designs include the following design developments:

- The arrangement of bus gates on Douglas Road has been altered in the latest designs, there will no longer be a bus gate near Belair Estate, and it is intended that the bus gates that remain will only operate during peak hours.
- A new outbound bus gate that will operate during the evening peak is proposed near the entrance to St Finbarr's Hospital, see STC I Maps 2 to 9 for details of these changes.

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.

Issue 4: Impact on Trees, Greenspace, Heritage and Character

Residents were concerned that the removal of trees and vegetation would negatively impact air quality, increase noise pollution, reduce biodiversity and detract from the visual amenity of the area. Residents noted that many of the trees marked for removal are mature, with several that are over 100 years old and are an important aspect of the character of the area. Submissions raised concerns over the loss of privacy and shelter due to the proposed removal of trees and shrubbery along property boundaries.

Submissions noted concerns about the impact of the proposals on the environment and biodiversity in general. Many were concerned about the impact that the removal of greenspace and vegetation would have on wildlife in the area. Submissions raised concerns that the scheme was not sustainable because it involves removing so many trees. Concerns were also raised that replacement trees might not compensate for the removal of the mature trees due to older trees hosting more wildlife and being able to absorb more carbon dioxide.

Particular locations where issues were raised include:

- Douglas Road, where there are a large number of mature trees lining the road, many of the trees are located inside property boundaries and would be removed as a result of the proposed widening on Douglas Road.
- Maryborough Hill, where greenspace within the Maryborough Ridge estate was proposed to be impacted by the scheme.

Submissions raised concerns about the potential impact on the character and heritage of the area. Some submissions outlined the proposals may interfere with old, historical boundary walls along Douglas Road. Concerns were raised that the proposals for demolition of portions of these old stone walls will have a detrimental impact on the character and heritage of Douglas Road. Submissions outlined that the current character of Douglas Road is an important feature of the local community, and they outlined that people have been living there for many years and for some people the character and greenspace is the reason that they chose to move there. Concerns were raised that if the character, heritage and trees were impacted this sense of community could be lost.

Submissions stated that Douglas Road contains architectural conservation areas. Submissions outlined the proposals would have too large an impact on areas of architectural heritage and that this runs contrary to the objective of heritage being preserved for future generations. Submissions also stated that the Fingerpost Roundabout is an important recognisable feature of Douglas Village and that it should be protected.

NTA Response to Issue 4:

The BusConnects proposals are seeking to reduce carbon emissions by making it easier for people in the area to choose walking, cycling and use public transport daily. The new high-quality infrastructure proposed would provide safe, accessible and efficient alternatives to car journeys.

Regrettably, the removal of some trees will be necessary to facilitate the construction of this scheme. The design team will endeavour to retain as many existing trees as possible, especially those that are mature. On Douglas Road a dedicated outbound bus lane is no longer proposed in the current design, as a consequence the impact on trees on this road has been reduced. A detailed tree survey will be conducted at the next design stage that will accurately locate each tree and assess its size, species, health and maturity. The information from this survey will inform the development of the design.

The removal of some greenspace is necessary to facilitate the construction of this scheme. The design team will endeavour to retain as much greenspace as possible and to introduce new greenspace and planting where possible. A comprehensive tree replanting scheme will be implemented as part of the construction works. The latest design on Maryborough Hill has been updated, and the impact on the

greenspace in the Maryborough Ridge and Edgewood Estates has been reduced as a result. See Maps 15 and 16 for details.

The relocation of some boundary walls will also be required to facilitate the construction of this scheme. In the latest design drawings changes have been made which have reduced the number of property boundaries proposed to be impacted from 96 to 69. Any new boundary walls will be designed to match the appearance of the old walls wherever possible. A conservation architect will input into the design wherever it is impacting on heritage features.

Issue 5: Parking

Local community members and business owners, particularly on Douglas Road, were concerned that the reduction of public on-street car parking spaces may negatively impact on accessibility. Further concerns were raised that the removal of on street parking would have negative implications for those with accessibility issues who rely on these parking spaces to visit people and access services.

NTA Response to Issue 5:

The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The design team sought to minimise this impact as much as possible and identified opportunities to provide replacement parking. The provision of new off-street parking facilities have been included at the north-east end of Douglas Road with 28 spaces by St Finbarr's Hospital, 9 on-street parking spaces have been reintroduced near the junction with Belair and a new private off-street parking area opposite Belair is also currently under consideration.

Issue 6: Proposed Land Acquisition

Many residents were concerned about the acquisition of private land to deliver the scheme. Particular concerns that were raised include the possible loss of aesthetic amenity, reduction in driveways and parking areas, reduction in property value, loss of safe access, privacy and security, potential impacts on boundaries and walls and the loss of private outdoor space.

A number of residents expressed concerns that the acquisition of private land in order to provide cycle lanes was excessive and unnecessary, believing that there would not be any significant usage in cycle lanes due to steep gradients and weather conditions. Some residents also expressed the opinion that the proposed width of footpaths was excessive in some areas and that there are no issues with the existing conditions. Some residents stated that a bus lane was not necessary on Douglas Road and Maryborough Hill, or that the length of bus lane could be reduced, as there are currently no issues with congestion in these locations.

Concerns were raised that land acquisition on the Maryborough Hill could result in gradients that impact accessibility to and from the property.

NTA Response to Issue 6:

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. Land acquisition is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. The CPO of some portions of private land will be required to facilitate the construction of this scheme. The design team sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC I from 96 to 69. This will continue to be reviewed as the design

progresses. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: <https://scsi.ie/consumer/disputes-resolution/cpo/>.

On Douglas Road a dedicated bus lane is no longer proposed in the current design, as a consequence the impact on some properties has been reduced. See Maps 3 - 9 for details of these changes.

Similarly on Maryborough Hill the length of inbound bus lane has been shortened which reduces the impact on some properties. See Maps 10-13 for details of these changes.

Issue 7: Devaluation of Property

Many residents who were either directly or indirectly impacted by proposals raised concerns over the possible devaluation of their property. 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).

Other residents were concerned that proposals may indirectly impact the value of their homes. The indirect impact included 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 or flooding issues being exacerbated by road widening which could cause damage to homes or lead to home insurance issues for residents in the area.

NTA Response to Issue 7:

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

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

The PRO proposals have reduced the number of properties impacted by approximately 27 properties and reduce the extent of impact on an additional 46 properties.

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

Issue 8: Impact During Construction

Submissions raised concern over the impact to properties during the construction phase of the project. Concerns raised included noise pollution, emissions, disruption and potential access issues.

NTA Response to Issue 8:

A construction management plan will be prepared with the aim of minimising the potential impacts and disruption experienced during the construction stage. Unfortunately, some level of disruption will be unavoidable. Access to all services and properties will continue to be possible at all times during construction.

Issue 9: Need for the Scheme

Submissions stated that there was not a need for the scheme as a whole or that there was not a need for certain aspects of the scheme, and that the negatives of constructing the scheme would outweigh the potential benefits.

In particular the following was noted:

- There is currently little congestion on Douglas Road, and the buses are delayed at Douglas Village / Well Road junction but are free flowing from there, therefore measures aren't required on Douglas Road.
- The climate and gradients in Cork do not suit cyclists, and it is therefore unlikely that people will use cycle infrastructure.
- The current situation is not perfect but works in its current state, and the benefits of the STC I scheme would not outweigh the impacts.
- The Fingerpost Roundabout currently works well as it is and converting it to a signalised junction will likely cause delays.
- There is not significant queuing on Maryborough Hill on approach to the Fingerpost Roundabout at the moment, therefore the length of inbound bus lane provided on Maryborough Hill is unnecessary.

NTA Response to Issue 9:

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 proposals have been revised to no longer include a bus lane on Douglas Road, and the length of proposed bus lane on Maryborough Hill has been reduced. These changes will reduce the impacts of the scheme.

Issue 10: Bus Network and Bus Network Redesign

Submissions raised issues that relate to the redesign of the bus network in Cork. Some of the issues raised include:

- The bus network does not serve all areas evenly, and submissions identified areas that are underserved by the new bus network.
- The frequency of busses is too high / too low in certain areas.
- Concerns that existing services are being removed, re-routed or will undergo timetable changes, this will impact people who rely on these services.

NTA Response to Issue 10:

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.

Issue 11: Inadequate Consultation and Public Information Campaign

Concerns were raised by residents about the timing of the Public Consultation process, stating that it was inappropriate to conduct the public consultation in the summer months. A small number of submissions also questioned if the period for submissions could be extended.

Some residents were also concerned that the project representatives at the public consultation presentation were unable to answer some of the questions about the proposals.

There was a general concern raised in many submissions that local residents have not been considered in this process, that the procedure was a desk-based analysis completed by people who do not live in the area and therefore do not have an insight into the way the roads work. Many residents stated they should have been directly notified of the plans for the area regardless of whether their property being directly impacted or not.

Some residents and businesses that were directly affected by the scheme did not receive any direct contact to notify them of the scheme.

NTA Response to Issue 11:

This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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 692 submissions, while overall 2,982 submissions were received. In addition, there has been one Community Forum which was held in Rochestown Hotel, and a public information event that was held over two days in Nemo Rangers. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide.

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

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

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

Issue 12: Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals

A number of submissions proposed alternative infrastructure solutions, including the following:

- Use a one-way system around Douglas Road and South Douglas Road with a bus lane, traffic lane and cycle lane in one direction on each of the roads.
- Use less impactful methods such as park and ride facilities, school buses, bus gates, shared space, traffic management, ride sharing, congestion charges, traffic calming.
- Utilise other roads for the scheme and for the bus route.
- Reduce footpath, cycle track and traffic lane widths to reduce impacts on Douglas Road.

Submissions also made requests to extend the scheme, add additional cycle links, include certain features (e.g. speed bumps) in the scheme design, and make changes to the current proposals.

NTA Response to Issue 12:

New options have been considered and the proposed arrangement of bus gates on Douglas Road has been altered in the latest designs, there is no longer a proposed bus gate near Belair Estate and the bus gates that remain on Douglas Road will only operate during peak hours only. A new outbound bus gate that will operate during the evening peak is proposed near the entrance to St Finbarr's Hospital, see STC I Maps 2 - 9 for details of these changes. The use of bus gates allows for bus priority without the need for dedicated bus lanes and the space that they require. The introduction of the outbound bus gate has reduced the width of land required along Douglas Road by approximately 3m for most of the road. A comprehensive traffic modelling exercise will be undertaken as the design progresses and access to all properties by car will be maintained at all times, although alternative routes may need to be used during peak times.

Park and ride facilities and orbital bus routes are also being explored as part of the overall BusConnects programme. These would complement the proposals for Sustainable Transport Corridors.

The options that were proposed within the submissions have been considered and were found to not perform as well against the scheme objectives as the Preferred Route Option. In the case of a one-way system on South Douglas Road and Douglas Road, which several submissions suggested, this option would impact more properties and provide a lower quality of service for both buses and cyclists than the current preferred option. Proposals that included insufficient footpath widths, or omitted footpaths entirely in places were not considered to meet the scheme objectives.

Some of the issues raised are outside the study area of the scheme, and as a result are not included as part of this project. Issues that were inside scheme extents were considered on a case-by-case basis with many minor changes made as a result of the comments. Some comments related to details that are more relevant to the next design stage, in this case the comments were noted and will be considered at the next design stage.

Issue 13: Support for the scheme

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.
- General support was received for the attempts to significantly improve pedestrian and cycle facilities. In particular, support was noted on the implementation of island bus stops, improved segregation for cyclists and continuous provision of footpaths on Douglas Road.

- There was support for public realm improvement measures scheme wide, and particularly in Douglas Village.

NTA Response to Issue 13:

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

DRAFT



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Appendix A: Responses to Submissions on STC I

Reference	Statement	NTA Response
NTA-C9-23	The Plan proposes to not allow left turns from the South Ring Road onto the Douglas Road. This would lead to an overloading of the junction between the Ring Road and the South Douglas Road which is already beyond capacity with cars queueing on the ring road at peak times.	Please see the NTA's response to Issue 2 in this report
NTA-C9-23	High Street proposal is not a safe option. Proposals remove existing segregated cycle track along Southern Road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-23	The construction of the proposed corridor from the City to Maryborough will cause a lot of disruption and have permanent negative effect on a large number of properties without achieving one of the the principal objectives of the Plan. Namely the provision of safe cycling infrastructure to allow people to make their journeys on bike.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-26	Proposed footpath potentially within private lands.	Please see the NTA's response to Issue 6 in this report
NTA-C9-45	The proposed changes will turn a quiet avenue for thirty five plus houses into a major link road with a huge increase in traffic volume resulting in bumper-to-bumper gridlock or a race-track, depending on the time of day.	Please see the NTA's response to Issue 2 in this report
NTA-C9-45	Continuous noise and air pollution from the huge increase in traffic volume	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-45	The proposed changes will turn a quiet avenue for thirty five plus houses into a major link road with no parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-51	Ref Map 8 (page 42) Map shows a proposed 2-way junction between Woodview road and Douglas Rd. This is currently a one-way junction Traffic wishing to avoid the signalised junction at the southern end of the Well Rd will take a short cut onto Woodview to access the Douglas Road and avail of a right turn which is not permitted at the end of the Well Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-63	I feel very strongly that this will also make the already widened and highly trafficked road outside my house even more congested and noisy	Please see the NTA's response to Issue 2 in this report
NTA-C9-63	I rely on the very limited public road spaces to park my car as we do not have parking outside my house	Please see the NTA's response to Issue 5 in this report
NTA-C9-63	more dangerous for residents who will have this on their doorstep	Please see the NTA's response to Issue 3 in this report
NTA-C9-71	Map 2 - Proposed to make southern road one way for general traffic. I would recommend that this is one way for general traffic heading into town rather than traffic heading out of town	Please see the NTA's response to Issue 12 in this report
NTA-C9-71	why are shoppers using the douglas court shopping centre not catered for with local buses.	Please see the NTA's response to Issue 10 in this report

Reference	Statement	NTA Response
NTA-C9-71	<p>Unfortunately Map 3 three says that Capwell Road and High Street are restricted to local access only</p> <p>how is general traffic supposed to come in the douglas road by car and access the city centre</p> <p>Access to the campus at St. Finbarrs hospital, how are people coming from Douglas Village, and estates off Douglas Road supposed to access this campus if travelling by car</p> <p>Map 8 - It is good to see that the junction with wood view allows entry and access from both directions</p> <p>Map 9 - How are people going to access Douglas Astro, another amenity used by the public, from the Douglas Road?</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-71	<p>I am surprised there is no toucan crossings at the junction with Eglantine park given that this is a route to access Eglantine NS, St Anthony's NS and the Gus Healy Swimming pool as well as the Methodist Church and the Japanese gardens Surely cycle access to these important amenities is important Further access to the community hall in Ballinlough would be via this route.</p> <p>Church Street - where can the bicycles cycle because of the narrow road and the presence of taxis and buses</p> <p>I would like to see a lot more thought given to segregated safer cycle lanes in the whole of Douglas village.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-71	You have managed to create 13 car parking spaces outside the row of shops and the doctor office. Well done, but I cannot see that 13 cars will fit there	Please see the NTA's response to Issue 5 in this report
NTA-C9-71	It is good to see a Toucan crossing there for access to creches and the boys secondary school.	Please see the NTA's response to Issue 13 in this report
NTA-C9-71	There will be no safety for walkers within the village if the bicycles are forced onto the foot paths.	Please see the NTA's response to Issue 3 in this report
NTA-C9-75	I want to strongly object to any change to the entrance of the Maryborough hotel.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-79	The stage 2 mca assessment of section 3 seems to show options 1 and 10 as suitable, with 10 being selected as most suitable. I agree that 1 and 10 are the best options from that list but there seems to be a clear missing option, between route 1 and 10. There is a sudden jump from route 1 having no cycle lanes and just bus priority lanes to route 10 with cycle lanes and an extra car lane. My proposal is an 11th route with two way cycle lanes and two way bus priority lanes. It would effectively be route 1 with cycle lanes	Please see the NTA's response to Issue 12 in this report
NTA-C9-79	<p>The high street cycling route will not work well. It is circuitous, and too steep in the outbound direction.</p> <p>I think the car lane must be removed in order to provide cycle lanes along southern road.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-80	<p>Where land take of front gardens is required, I propose the front walls are retained and the footpaths and/or cycle lanes are built behind these original walls.</p> <p>This would create a natural barrier between heavy traffic and pedestrians/cyclists</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-97	we do not want to give away our garden	Please see the NTA's response to Issue 6 in this report
NTA-C9-97	Now with bus connect, we have the fears that main road will be very busy and not safe for kids	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-146	<p>The property dates from 1906. Significant impact on the overall visual aspect of my property.</p> <p>The property was added to the list of Protected Structures in 2016. Cork City Council at that time described the property as being of special Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social and Technical interest.</p> <p>The proposed development is in no sympathy to the Listed status of the property.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-146	Loss of mature trees which would greatly increase noise levels.	Please see the NTA's response to Issue 4 in this report
NTA-C9-146	<p>Significant loss of ground.</p> <p>Proposing to bring my house 7m closer to the road would increase the likelihood of potential damage to the structure through increased vibrations and all the more so by virtue of the that heavier traffic will be passing the property.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-193	<p>While removal of a portion of some garden space is being loudly denounced by local politicians and (understandably) residents impacted, key infrastructural projects that will serve to improve the quality of life of ALL city residents for decades to come will require unpopular actions.</p> <p>I urge the NTA not to be swayed by a small number of local politicians who have not engaged with the thorough and detailed proposals and lengthy opportunity to consult, and instead are clearly happy for the status quo of high car traffic, poor public transport infrastructure to remain. Positive progress will require the necessary changes that Bus Connects proposes. If implemented as outlined by the NTA the corridors will benefit the city as a whole for decades to come.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-193	<p>I am in general a strong supporter of STC 1 - Maryborough to City, in particular the segregated cycling infrastructure planned. Commuting (for school, work etc) in Cork at present is actively discouraged due to the complete lack of safe, segregated and continuous cycling infrastructure.</p> <p>These corridors will provide critical access to those who live further outside the city and will make active transport a possibility for them.</p> <p>In my view active transport should be prioritised throughout the scheme, followed by public transport and finally private transport (including taxis).</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-223	<p>Ballinlough area - Access to private car is the only option we have to leave the house, travel by bus is not an option because of the difficulty in even travelling to a bus stop, steep inclines (Wallace's avenue) make it impossible and unsafe to travel to the nearest bus stop with the wheelchair.</p> <p>Without the disabled parking that has been made available to us outside our home we would be virtually housebound.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-227	<p>I'm not sure what the purpose of the bus gates on the Douglas Road are for I wonder if it would be possible to make Douglas Road southbound only for a few hours in the morning, i.e. making the northbound bus lane only.</p> <p>Then during the day, cars can use it as normal since traffic doesn't really exist for buses doing that movement</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-227	<p>Encouraging car users to use the N27 and N40 is entirely against the purpose of those roads and the plans under CMATS.</p> <p>Cars approaching the Fingerpost Roundabout from Maryborough Hill, Rochestown Road and Carrigaline Road should be directed to the Douglas Relief Road to access the city centre.</p> <p>From there, they should be directed to the Well Road, where road signs already exist telling road users to use Churchyard Lane and Boreenmana Road to access the city centre.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-227	<p>As mentioned, the road was widened in 2019 to allow for a southbound cycle lane. Therefore, the only change needed for this section of the road to meet Bus Connects plans would be a new northbound cycle lane</p> <p>There is also a grass verge on the actual hill lining Maryborough Ridge (i.e. outside the stone wall) that can be replaced with the cycle lane.</p> <p>The part between the northern exit and the N28 overbridge is an easy fix. Lining the Maryborough Ridge side of the road is a thin footpath here.</p> <p>Even in future M28 plans, which will demolish and upgrade the bridge, there is to be no footpath on that side of the bridge.</p> <p>There is no footpath of that side down the hill either.</p> <p>This means that the thin footpath is never used, and can never be used as it leads nowhere.</p> <p>Therefore, the cycle lane can replace it so it will actually be used</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-227	<p>The map for Bus Connects seems to ignore all this tree planting in Maryborough Ridge (along the grass play area separating Maryborough Hill from Edgewood and Wyndgates).</p> <p>There is no mention of trees existing, or no mention of trees being felled/replaced.</p> <p>Now having been planted for three years, the trees have grown substantially and the beech hedging has really settled in.</p> <p>There were also some oak and pine trees left from older 2000s planting, and seeing these felled would be a huge shame.</p> <p>The photomontage renders show trees lining East Douglas Street, however there is no mention of these in the maps</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-239	<p>The proposals will function as a disincentive for the people on the South Douglas Road in taking buses- the 219 is gone, the replacement for the 206 goes every 20 mins at peak instead of the current 15 mins.</p> <p>It appears that 70 buses travel from Douglas Village on a weekday and this will reduce to 48, that's a 31% reduction.</p> <p>Even excluding the 219, the main route will have 16% LESS buses on a weekday and the NTA headline additional 53% MORE buses.</p> <p>The proposed routes would concern me as well, the 3B and 7 both have the same frequency (20 mins) but look at their routes- the 3B must travel from Douglas West to Douglas East to go on the Main Douglas Road while the 7 must travel from Douglas East to Douglas West to travel the South Douglas Road- would it not make more sense to switch them.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-239	<p>I would be concerned that traffic backed up on the recent Douglas relief road will block the buses going towards the City just before the Well Road junction when the Bus Connects plan goes into operation</p> <p>The South Douglas Road already has major delays, particularly when the five schools along the way and four preschool/creches are operating.</p> <p>There will be additional School traffic on the South Douglas Road as many people would have used Douglas Road and High St for Colaiste Chriost Ri</p> <p>If traffic is slow on the South Douglas Road, the chance is that cars will be crossing back and forth to the Main Douglas Road, is that not a danger for the people in those parks</p> <p>I understand that traffic will be able to turn left from Bellair to the Ballinlough Road, is this corner not too narrow for this and to have a right hand turn as well</p> <p>When you take away a main artery into the city you run the risk of gridlock if anything happens on any of the other routes</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-239	<p>There will be a considerable spend on the reconstructed Douglas Road, it does not seem logical that there will be very little inbound traffic on it.</p>	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-261	<p>The plan to create a bus gate inbound at the bottom of the Well Road will close off an import and natural access route to the city for vehicle traffic coming through Douglas</p> <p>There is little delay for buses travelling from Maryborough to the City via Douglas and certainly none that warrants the designated bus gate.</p> <p>The typical cross sections shown in the drawings requires 16.6 m of usable space.</p> <p>It will not be possible to maintain this width along the full length of the Douglas Road, which will compromise the design and negate the objectives of the sustainable transport corridor</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-261	<p>The reduced number of bus routes under the latest bus network proposals suggest a bus at 10-minute intervals and it is ludicrous to impose such severe proposals on residents for such little use</p>	<p>Please see the NTA's response to Issue 10 in this report</p>
NTA-C9-261	<p>Proposals will compromise the operation of business for Johnson & Perrott Motor Group</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-261	<p>Diverting this traffic along the Douglas Relief Road will force a considerable amount of traffic onto the South Douglas Road, which is already heavily congested due to the huge development in the Donnybrook, Grange and Frankfield areas over the last 30 years and the presence of three large schools along its path.</p> <p>Moving vehicles to the South Douglas Road will also cause considerable additional movement through the various parks which join the Douglas and South Douglas Road and will put the park residents and other users at higher risk</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-261	<p>There is currently little use of the existing cycle lane on the road with most activity for leisure purposes at off-peak times.</p> <p>The design and condition of the existing lane demonstrates the failure of the local authority to manage such facilities rendering them more dangerous to users than the previous arrangement</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-261	<p>There is designated parking on the Douglas Road for parents (including 2 disabled spaces) which are inadequate resulting in cars parking along both sides of the Douglas Road despite the presence of double yellow lines.</p> <p>This official and unofficial parking is removed from your plans with no explanation being offered by the engineers at the Public Consultation as to how parents can safely bring their children to school.</p> <p>The net effect will be that parents will stop in any event making the cycle lanes and bus lanes unusable during peak times.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-261	<p>The suggested lane widths of 3 m for both bus and vehicle traffic are too narrow for the natural speeds which traffic does in the area.</p> <p>The 3-meter bus lane will allow approx. 8 inches of space on either side, rendering the buses a significant danger to cyclists on one side and vehicles on the other</p> <p>The Douglas Road has a substantial number of roads bounding on both the north and south side. In addition, the remainder of the road is packed with gates and entrances.</p> <p>Getting in or out of any of these access points will require crossing the cycle lane, on the northern side crossing a bus lane and at all times being required to stay within the 3-meter-wide lane.</p> <p>This is very difficult and will greatly increase the danger to all users.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-268	<p>I have just learned of the proposal to disallow car traffic driving from Douglas to Cork City beyond Bellair</p> <p>I am at a loss as to how she is supposed to access these two essential services if the proposal re the Douglas road goes ahead.</p> <p>how anyone is supposed to access appointments or visit loved ones at St Finbarrs??</p>	<p>Please see the NTA's response to Issue 2 in this report</p>

Reference	Statement	NTA Response
NTA-C9-268	I would like to note that we have never received the fliers that were supposedly sent out by the National Transport Agency and only heard of this proposal from a local councillor	Please see the NTA's response to Issue 11 in this report
NTA-C9-292	I am at a loss to understand how the removal of 58 magnificent trees from the main Douglas Road , together with all the wildlife associated with same, to be replaced with tarmac and concrete, is for the greater benefit of the environment and all the residents living in the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-292	My objection relates to the proposal to redirect Douglas Village traffic through Bellair Estate. The increased traffic through Bellair Estate and Eglantine Park passing all 3 Primary Schools, will create a huge safety risk to children walking to and from schools at peak times. The widening of the main Douglas Road is also going to create a safety issue, for children crossing safely from Rosebank, Baltimore Lawn and other avenues along the Douglas Road. There is also a significant safety issue for the elderly population	Please see the NTA's response to Issue 3 in this report
NTA-C9-294	The plan indicates having a bus gate on the Douglas end of the Douglas road However car drivers will instead get onto the South Douglas road, then use the parks to take between south and main Douglas road to continue as normal, creating more traffic jams in Douglas village and extra cars in quiet parks	Please see the NTA's response to Issue 2 in this report
NTA-C9-294	The plan to widen the Douglas road will remove a number of attractive stone walls, particularly between Rosebank and Ardfallen. losing the unique character of the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-294	The plan on the Douglas road to redirect car traffic up Belair park and over to the Borenmmana road will cause traffic jams right at the Our LDy of Lourdes primary school, making for a dangerous right and left turn junction where children are walking and cycling	Please see the NTA's response to Issue 3 in this report
NTA-C9-303	The proposed plan will lead to the removal of a line of beautiful trees opposite Grange Cottages The removal of so many trees will sterilise the area and reduce the amenity value for walkers (present footpaths are adequate).	Please see the NTA's response to Issue 4 in this report
NTA-C9-307	Fingerpost Roundabout - This is a real Douglas landmark. It's destruction will further sterilise the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-312	an improved crossing point at the junction of Ballinlough Road and Churchyard Lane would help as it is very wide and improved bus stop facilities, but I don't see the need for bus lanes. this needs to be fully widened southbound from Well Road to the Douglas Village lights to 3 lanes, with foot and cycle paths being moved to the other side of the bridge pilla	Please see the NTA's response to Issue 12 in this report
NTA-C9-312	I do have several concerns with the proposal to ban city-bound traffic from the Well Road and Bellair It seems likely that traffic will disperse either along the South Douglas Road or along the Well Road. Bellair and particularly Wallaces Avenue both seem unsuitable for increased traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-312	South Douglas Road lacks a continuous footpath	Please see the NTA's response to Issue 12 in this report
NTA-C9-314	ADDS A SIGNALISED JUNCTION AT FINGERPOST ROADABOUT AND WILL MORE THAN LIKELY INCREASE CONGESTION AND ALSO IGNORES MAJOR CONECTIVITY CHANGES TO M28 NETWORK FROM MARYBOROUGH HILL	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-314	THE NEGATIVE MENTAL HEALTH IMPACT NOW AND GOING FORWARD THROUGH THIS ONGOING PROCESS .	Please see the NTA's response to Issue 1 in this report
NTA-C9-314	UNDEFINED LOSS OF UTILITIES , WATER GAS ELECTRICITY DURING CONSTRUCTION	Please see the NTA's response to Issue 8 in this report
NTA-C9-314	THE NEGATIVE MENTAL HEALTH IMPACT.....ACROSS THE DOUGLAS COMMUNITY AS A WHOLE	Please see the NTA's response to Issue 1 in this report
NTA-C9-314	WELLNESS , DESIRABILITY AND POTENTIAL FINANCIAL IMPACT TO PROPERTY	Please see the NTA's response to Issue 7 in this report
NTA-C9-314	I OBJECT TO THE PROPOSED NEW BOUNDRY SPECIFICALLY THE LOSS OF ALL OR PART OF THE FRONT GARDEN OF THE PROPERTY ACQUIRE 4 M FROM THE FRONT OF MY PROPERTY REMOVING A WALL THAT POSSIBLY DATES TO THE 1700S , MY FRONT GARDEN AND MY DRIVEWAY (I DO NOT HAVE A BACK GARDEN)	Please see the NTA's response to Issue 6 in this report
NTA-C9-314	THIS PLAN IN MY OPINION LACKS SPECIFIC DETAILS OF PROPOSED NEW BOUNDRY, ACCURACY OF MAPS AND SCOPE OF CHANGES	Please see the NTA's response to Issue 11 in this report
NTA-C9-314	THIS PLAN IN MY OPINION LACKS CURRENT TRAFFIC ANALYSIS DATA INCLUDING IMPACT OF REMOVING THE HIGHLY FUNCTIONAL FINGERPOST ROUNDABOUT TO BE REPLACED WITH A SIGNALISED JUNCTION AND ALSO MAJOR CONNECTIVITY CHANGES TO M28 CONNECTION ON MARYBOROUGH HILL, (NOT INCLUDED ON THE MAPS) ENVIRONMENTAL IMPACT ASSESSMENT HEALTH AND SAFETY STUDY (EG POTENTIALLY REVERSING ON TO A MAIN ROAD PLUS ON GOING CONSTRUCTION) FACTUAL JUSTIFICATION/ COST BENEFIT ANALYSIS	Please see the NTA's response to Issue 1 in this report
NTA-C9-317	Page 34: Bus by City General bit tight on that side of the road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-317	Page 35 & 36: Making Southern Road one way out of town & High Street, which way am I am suppose to get into town from Ballinlough? Page 36: Ballinlough Road is now all going to be one way into town by Marble Hall junction. I would expect that local residents find it hard to gain access to their part of the road though Boreenmanna Road via Bernadette Way & Castlegreina Park. More traffic on those two roads if plans go ahead. Page 38: Right turn from Bel Air into town there now is going to be via Cross Douglas Road turning onto South Douglas Road into Turners Cross. Please explain why along with making it one way on Southern Road one way out of town? Page 44: no left turn onto Douglas Road for me to head home Page 46: Are cars allowed on East Douglas Street or not or as per the small roundabout no through traffic. Finger Post new layout just about works, just not sure how it would work out.	Please see the NTA's response to Issue 2 in this report
NTA-C9-317	Page 47: Another toucan by Lime Tree Road not needed as there is one by The Paddocks & currently by the Finger Post	Please see the NTA's response to Issue 12 in this report
NTA-C9-317	The public green area that is due to be removed is...great for mental health.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-317	The public green area that is due to be removed is great for walks, kids to place in the evening	Please see the NTA's response to Issue 4 in this report
NTA-C9-317	Page 47: Another toucan by Lime Tree Road not needed as there is one by The Paddocks & currently by the Finger Post	Please see the NTA's response to Issue 10 in this report
NTA-C9-317	Page 50-51: Taking land off Maryborough Ridge yet nothing off the private homes across/on the other side of the road? Why not?	Please see the NTA's response to Issue 6 in this report
NTA-C9-329	Concerns also in relation to parking and proposals to remove parking spaces in turners cross area which are already at a premium.	Please see the NTA's response to Issue 5 in this report
NTA-C9-329	Also plans to remove/reduce front gardens from some houses is not acceptable	Please see the NTA's response to Issue 6 in this report
NTA-C9-329	Roads are not suitable for proposed changes, too narrow and over 100 years old. Safety concerns	Please see the NTA's response to Issue 3 in this report
NTA-C9-330	Information about proposed works is absent from this website.	Please see the NTA's response to Issue 11 in this report
NTA-C9-357	I do not wish for this to proceed ... Gardens, walls should not be knocked down.	Please see the NTA's response to Issue 6 in this report
NTA-C9-363	At night the noise from the empty 24 hr buses is already significant and I can't see why you would increase the frequency of buses that rarely seem to have many people on them.	Please see the NTA's response to Issue 10 in this report
NTA-C9-363	I cannot see how you can widen the road in certain areas and I also wonder what it will mean for the traffic on the south douglas road and other thoroughfares.	Please see the NTA's response to Issue 2 in this report
NTA-C9-363	This road is a lovely leafy road with old stone walls that add to the character of the area and you wish to demolish these walls and remove the trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-363	My house will not be impacted by a CPO but it will be impacted by the road works on this route and the disruption for what I imagine will be a significant period of time.	Please see the NTA's response to Issue 8 in this report
NTA-C9-363	This road is a lovely leafy road with old stone walls that add to the character of the area and you wish to demolish these walls and remove the trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-363	There are a number of schools on this route and what will it mean for parents & transport accessing these schools. Again we can walk there from our home but others cannot and buses will not be a solution to the commute for some families.	Please see the NTA's response to Issue 2 in this report
NTA-C9-370	There is space available to provide sufficient width for an additional northbound cycle lane on the eastern side of Maryborough Hill fronting Broadale which could alternatively be used to facilitate plans as proposed. Additionally, the existing cycle land southbound on this stretch of carriageway is wider (at 2m) than required 1.25m minimum width per NTA and could be narrowed to facilitate proposals, without requiring land acquisition from green spaces at Maryborough Ridge, which are used on a daily basis by residents	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-370	Maps 15 and 16 show proposed new boundaries that will require land acquisition from the green spaces fronting Edgewood at Maryborough Ridge, further reducing the amount of green space available.	Please see the NTA's response to Issue 6 in this report
NTA-C9-374	The scope of the Transport Corridor I should in fact be extended to include bus lanes or at least cycle lanes from the Fingerpost in Douglas to Hop Island in Rochestown.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-374	The scope of the Transport Corridor I should in fact be extended to include bus lanes or at least cycle lanes from the Fingerpost in Douglas to Hop Island in Rochestown.	Please see the NTA's response to Issue 12 in this report
NTA-C9-375	concerns regarding the new placement of the bus stop	Please see the NTA's response to Issue 12 in this report
NTA-C9-375	the lost parking spaces, how will people park to allow them to drop their children to school, its already a huge challenge with limited parking available for elderly residents.	Please see the NTA's response to Issue 5 in this report
NTA-C9-375	I have concerns regarding the safety of children attending Bunscoil Christ Ri	Please see the NTA's response to Issue 3 in this report
NTA-C9-379	Of particular concern particularis thr proposed bus gate on the Douglas Road at Belair which will actually result in the routing of morning commuter traffic into Ballinlough and directly past Our Lady of Lourdes Primary School which is a dangerous junction already	Please see the NTA's response to Issue 2 in this report
NTA-C9-379	Consideration needs to be given to the impact that the bus connects plan and the reduction in traffic capacity on the Douglas Road & Boreenanna Road will have on the Ballinlough Road & roads connecting the Douglas Road & Boreenamanna road to the Ballinlough Road. This rerouted traffic will meet other increased traffic travelling west on the Ballinlough Road at the junction of Wallace's Ave.	Please see the NTA's response to Issue 2 in this report
NTA-C9-379	Already the roads in this area are used as a short cut for fast moving traffic and this is a significant safety & quality of life concern to residents. The public paths are in many places narrow (Eg: Area between Ballinlough church and Our lady of Lourdes school) , do not have crossing points and the roads themselves are also in places narrow & unsuitable for any significant 2 lane (one lane in each direction traffic) beyond residential & amenity access. This proposal is wholly inadequate and ignores the impact to & dangers created by rerouting traffic off the significant Douglas Road into the residential roads in Ballinlough	Please see the NTA's response to Issue 3 in this report
NTA-C9-381	I do not support the destruction of the current Finger Post Roundabout in Douglas proposed to be converted into a signalised junction the roundabout currently in place is fantastic it handles the traffic well even with it being a large flow of traffic. If it is replaced with traffic lights and a new junction I know this will congest traffic even more	Please see the NTA's response to Issue 12 in this report
NTA-C9-381	Too many traffic lights back to back in a small village is not a traffic solution. It causes congestion that builds up even more.	Please see the NTA's response to Issue 2 in this report
NTA-C9-381	it is a historical landmark that I feel should not be tampered with and it adds to the history and character of Douglas Village.	Please see the NTA's response to Issue 4 in this report
NTA-C9-384	Currently the only source of parking for us is on-street on the Cross Douglas Road. Removing on-street parking at the South Douglas Road end would make my home inaccessible for my elderly parents if I am forced to park streets away from my home.	Please see the NTA's response to Issue 5 in this report
NTA-C9-392	Big disruption to traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-392	Loss of tress.	Please see the NTA's response to Issue 4 in this report
NTA-C9-393	Map 8 - The junction at Belvedere Road onto the main Douglas Road could be maintained in its existing design.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-393	<p>Map 1 - Can the cycle track in the junction from Infirmary Road to Southern Road be better laid out? Currently the cycle track leads from Infirmary Road to the building on the corner of Southern Road instead onto the road itself.</p> <p>Map 2 - The contraflow cycle track at the west end of High Street from Langford Row abruptly directs cyclists directly in front of traffic coming from High Street. Could this track be merged onto High Street in a more gradual manner?</p> <p>Map 2 - Can the angle of the cycle track from Langford Row to Infirmary Road be more arced instead of being so angular for ease of use?</p> <p>Map 3 - Could there be a cycle track at the end of Capwell Road and High Street to lead onto the Douglas Road to make it clearer for road users know where cyclists should be?</p> <p>Map 7 - A cycle lane should be included into Endsleigh Estate to facilitate students safely cycling to Regina Mundi school in the estate instead of being forced in front of traffic at the turn.</p> <p>Map 8 - A cycle lane should lead from Woodview onto the Douglas Road to allow cyclists merge onto the cycle lane without having to be placed on the carriageway junction with traffic.</p> <p>Map 9 - The junction at Douglas Village Shopping Centre/Douglas Relief Road looks like there are no cycle lanes to guide cyclists and road users through this busy junction and looks quite confusing and unfriendly cyclists. Can lanes be included within this junction?</p> <p>Map 9 - A cycle lane should be added to the Douglas Relief Road to connect Douglas Road (and the city) to Rochestown as it is unclear how to this route will be accessed on bicycle.</p> <p>Map 10 - A cycle lane or bus lane should be installed from the Fingerpost to the Rochestown Road until Hop Island to connect to the Passage West & Blackrock greenway.</p> <p>Map 16 - Could the cycle lane be continued around the roundabout to access Maryborough Ridge and Moneygurney?</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-393	<p>Map 9 - Private traffic still needs to access the main Douglas Road from the southern direction. Perhaps a Signal Controlled Priority signal would be more appropriate?</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-393	<p>Traffic should still be able to access the Douglas Road from the South Link Road and the Douglas Relief Road in Map 9</p> <p>Map 9 - Cars should still be able to turn left at the junction of the South Ring Road and the Douglas Road. Otherwise traffic for the main Douglas Road will exit the South Ring road at the previous junction onto the South Douglas Road and through Belvedere Road and Tramore Lawn. These roads are already at capacity</p> <p>Map 4 - Where does city bound traffic go at the Bellair Estate junction? For traffic to be diverted into Bellair Estate seems unreasonable and unworkable. Perhaps the bus lane going into the city is not required and should allow private traffic?</p> <p>Map 9 - The bus gate at the start of the Douglas Road for traffic going to the city is not a good idea as it will divert traffic from the Douglas/Grange/Rochestown areas through side roads, like the Well Road and on to Woodview or onto the South Douglas Road which are already at capacity, on their way to the city</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-393	<p>Map 9 - Could the bus stop in Douglas village be set into the pedestrian area as it currently is as this is a busy bus stop and will hold up cyclists and other traffic behind the bus.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-393	<p>Map 10 - Could the Finger Post sign be relocated to the new green area at the new Fingerpost junction? People seem to really love this traffic sign and are seemingly quite upset about it. Communicating this would hopefully appease many people in the area.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-393	Map 10 - The bus gate at the end of East Douglas St is well thought out but cameras will be required to ensure compliance here.	Please see the NTA's response to Issue 12 in this report
NTA-C9-393	Map 7 - A Toucan crossing across the Douglas Road here would also help. Map 9 - The footpath going east at the junction from the junction at Douglas Village Shopping Centre running parallel to the South Ring Road should be widened to be a shared greenway to allow for cycle access to the South Douglas Road and on to the Tramore Valley Park greenway.	Please see the NTA's response to Issue 12 in this report
NTA-C9-393	Map 7 - A cycle lane should be included into Endsleigh Estate to facilitate students safely cycling to Regina Mundi school in the estate instead of being forced in front of traffic at the turn. A Toucan crossing across the Douglas Road here would also help.	Please see the NTA's response to Issue 3 in this report
NTA-C9-393	Map 8 - The plans to widen the entire Douglas Road and install cycle lanes are excellent and should be implemented as planned to allow the option for people to safely be able to cycle to/from the city which is unfortunately not possible now.	Please see the NTA's response to Issue 13 in this report
NTA-C9-398	There are far smarter and cheaper options (such having one-way system involving Douglas Road and the South Douglas Road).	Please see the NTA's response to Issue 12 in this report
NTA-C9-398	Encroaching onto the land of St. Finbarr's Hospital, may disturb the unmarked graves of babies buried in the grounds of the hospital.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-398	The plan to widen the road will necessitate the destruction of mature trees that provide shelter for humans and wildlife	Please see the NTA's response to Issue 4 in this report
NTA-C9-398	The times laid out on the plan for bus journeys with the new system are not at all feasible, taking into account time to slow down, stop and take off from each of the bus stops en route, unless they are to exceed the speed limit. Currently buses are not delayed to any significant extent.	Please see the NTA's response to Issue 1 in this report
NTA-C9-401	I believe it is planned to put a bus gate on Douglas Road forcing traffic through Belair onto Ballinlough Road past Our Lady of Lourdes National School and down Wallace's Avenue to Boreenmanna Road. This is preposterous!	Please see the NTA's response to Issue 2 in this report
NTA-C9-406	The new overall bus plan does not join up routes and if a passenger wanted to get from Ballincollig to any where near Douglas they must get another bus from somewhere else in the city to carry on their journey. It's a bit like the Lucas, never joined up. I cannot see any one bus that will bring all the young people from these housing estates directly to UCC or CIT, only into the city to walk on to college in the usually bad winter weather	Please see the NTA's response to Issue 10 in this report
NTA-C9-406	Secondly the widening of the Douglas Rd. seems excessive. To interfere with the environment, and original looks of the road is incorrect, it will devastate a well matured area, fabulous trees and old stone walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-406	The logic of buses and how bicycles will work is not free flowing by any means, cyclists have very limited laws enforced on them and take too many risks as a vulnerable road user.	Please see the NTA's response to Issue 3 in this report
NTA-C9-407	Impact on local area will be significant - loss of many mature trees, loss of historic boundary walls (which have been protected in the planning process prior to this proposal), damage to local heritage, no consideration for character of locality	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-407	Impact on local residents compulsory purchase of significant sections of numerous private properties loss of privacy due to loss of mature trees negative impact on property values very significant increase in traffic on side roads that are unsuitable for the levels of increased traffic loss of parking for residents impact on wellbeing and quality of life of residents will be significant	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 6 in this report. Please see the NTA's response to Issue 2 in this report. Please see the NTA's response to Issue 7 in this report.
NTA-C9-407	drainage issues already exist and the proposed changes will exacerbate same increasing the risk of flooding increased risk of subsidence	Please see the NTA's response to Issue 7 in this report
NTA-C9-414	heritage conservation concerns	Please see the NTA's response to Issue 4 in this report
NTA-C9-414	Cycling infrastructure is an asset to society	Please see the NTA's response to Issue 13 in this report
NTA-C9-414	The proposed bus corridor will only provide minor benefits to existing bus journey times. Just providing a good alternative to driving is not enough to change people's minds:	Please see the NTA's response to Issue 9 in this report
NTA-C9-414	Proposals have a negative impact on the environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-414	It will have a negative impact on our physical and mental health and wellbeing,	Please see the NTA's response to Issue 1 in this report
NTA-C9-414	It sounds like the stuff of nightmares and will certainly devalue our home on Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-414	The current proposal does not have detailed journey data (with start and end points), only traffic counts at a few locations, so modelling changes of behaviour and net benefits is really only formalised guesswork.	Please see the NTA's response to Issue 1 in this report
NTA-C9-415	Lines I+J not fully scoped, please provide more detail, and further scoping..	Please see the NTA's response to Issue 1 in this report
NTA-C9-422	a one way system, using the main and south Douglas roads in opposition to one another. This would provide ample room for pathways, bike lanes, bus lanes and car lanes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-422	continued destruction of the characteristic nature of the whole Douglas area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-422	Biodiversity means living soil, mycelium, insect life, moss, micro-organisms, everything that will be lost.	Please see the NTA's response to Issue 4 in this report
NTA-C9-422	If this scheme goes ahead we will be living in a fascistic dystopia devoid of culture and community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-422	and to my neighbours off Douglas Road who will lose hard earned property values.	Please see the NTA's response to Issue 7 in this report
NTA-C9-422	I fully sympathise with my neighbours on Douglas Road who will lose hard earned property to this scheme	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-440	<p>the proposed changes to the douglas road will have a large knock on effect to the estates near the Eglantine and St.Anthony's School. A t present there is an existing drop off zone outside Eglantine which will go under the current proposed plans.</p> <p>For St.Anthony's the majority of the pupils attending the school are driven to the door which filters a lot of cars through adjoining estates and will increase with the new proposal.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-444	No account is taken of people for whom walking or cycling is a challenge, or people who might want to travel part of the route in going between origin and or destination off the route.	Please see the NTA's response to Issue 2 in this report
NTA-C9-444	There is frequently a serious delay in getting to Douglas in the afternoon due to school traffic, yet I see no acknowledgement of or solution to this problem.	This project aims to provide infrastructure to make alternatives to private car travel more desirable. This will allow people to use other forms of transport to avoid congestion.
NTA-C9-444	<p>There are bus gates proposed at the Well Rd / Douglas Road junction and at Belair / Douglas Rd junction. The report acknowledges that the effect that the Well Road bus gate will likely have in diverting traffic via residential streets between Douglas Rd and South Douglas Rd, thus accepting that traffic will increase on these streets which are ill-suited for this.</p> <p>How are people to bring their very young children to school at Eglantine or St Anthony's?</p> <p>At the end of Belair at the Ballinlough Rd, traffic will have to turn right onto a very narrow part of Ballinlough Road which with parking, as currently, is a challenge at the best of times.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-444	Encouraging cycling is laudable but there are limits to it's uptake. There are lots of hills in Cork. There are age related issues.	Please see the NTA's response to Issue 9 in this report
NTA-C9-444	If the objective of this plan is to cut traffic numbers going to city centre, the best solution would be a variable congestion charge. This would likely shift many people from car to bus at peak times, much more effectively. At the same time it would reduce pressure on parking in town to the benefit of shoppers. With a properly constructed congestion charge, the need for a dedicated inwards bound bus lane would vanish and with it the need for much of the property acquisition proposed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-444	<p>There is no quantitative data, merely a general perusal of options without any underlying data, such as population numbers served, number of linked bus routes, location of schools, impact of parents getting their children to schools. The underlying assumption is that public transport, cycling and walking are all good and cars are bad.</p> <p>There is also, it seems to me, an implicit assumption that everyone wants to go to the city centre.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-453	I would like to object most strongly to plans to widen the Douglas Road destroying lovely old walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-453	I would like to object most strongly to plans to widen the Douglas Road destroying lovely old walls and trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-462	Having grown up and lived on the Douglas Road for most of my life the prospect of demolishing walls, removing parking, destructing houses and the removal of mature trees is simply appalling.	Please see the NTA's response to Issue 4 in this report
NTA-C9-462	In a world where we need to do more to protect and preserve our environment, this proposed route cannot go ahead.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-462	Having grown up and lived on the Douglas Road for most of my life the prospect of demolishing walls, removing parking, destructing houses and the removal of mature trees is simply appalling.	Please see the NTA's response to Issue 5 in this report
NTA-C9-462	It will ruin one of the nicest parts of the city and affect many lives.	Please see the NTA's response to Issue 1 in this report
NTA-C9-462	Having grown up and lived on the Douglas Road for most of my life the prospect of demolishing walls, removing parking, destructing houses and the removal of mature trees is simply appalling.	Please see the NTA's response to Issue 4 in this report
NTA-C9-464	choose the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking. Can the NTA work within the current constraints of the road eg. with traffic measures	Please see the NTA's response to Issue 12 in this report
NTA-C9-464	Devaluation of my property due to no parking, along with access issues. The New bus connect corridor proposes a (BusGate) at Belair. Preventing general traffic from going into town and also preventing me from getting access to my home.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-464	The New bus connect corridor proposes a (BusGate) at Belair. Preventing general traffic from going into town and also preventing me from getting access to my home. The gate will force vehicles up Belair and onto the Ballinlough rd. The suggestion of taking traffic off the Douglas road and pushing it through a National School quite frankly is the worst case of mis-management, amateur planning I have ever seen In terms of the Bus Gate, why is it that this is the only stretch of road that does not allow for 2-way flow of general traffic? The closure of this gate will also increase the risk to pedestrians in general and local homeowners on all the residential areas of Ballinlough, from Wallaces Avenue, Bernadette Way, Castlegreine park and the list goes on. Other concerns regarding the proposal will reduce access and egress onto/from the South Link Road. The closure of Capwell road will reduce the ability to gain access to the South Link via the South Douglas road, forcing traffic through residential areas in order to get onto the Boreenamana road, which will lead to further increased traffic congestion on this stretch, which I believe is another Bus Connect route proposal. If you are getting off the Link road at the Douglas exit (exit 8) the proposal is to ban cars from taking a left turn onto the Douglas road. This will force people to exit at junction 7 which is not equipped for such an increase in traffic. Likewise, the alternative is to get off at the Kinsale rd roundabout and take the South link into the city or get off at the exit to the South Douglas road. proposal to ban a left turn as I've already mentioned, will only add to this problem and will negatively affect other bus routes and also the Park and Ride at the Black Ash. The problem is to do with the disastrous traffic management plan for Douglas Village itself. I have spent over 60% of my time sitting in traffic trying to get through Douglas village, I then fly down the Douglas Road and the second problem I face is encountered on the bottom of Southern road, Infirmary road and South Terrace, because Cork City is not equipped to deal with the volume of traffic. Yet the proposal here does nothing to address the 2 bottlenecks. rather it plans	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-464	This proposal pays no heed to the draft Cork City Heritage and Biodiversity Plan (2021-2026) has been produced. the plan aims to destroy the fabric of the heritage and community on the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-464	Route chosen scores joint worst for impact on biodiversity as per NTA – so please explain why this route was chosen?	Please see the NTA's response to Issue 4 in this report
NTA-C9-464	elderly that require close access to their vehicles in order to attend medical appointments, shopping which will also affect me, along with taking children to multiple school drop offs, in different parts of the city the current proposal of car spaces will not cover the volume of on street parking which will be lost by this plan. the damage that social isolation caused during the lockdowns, the net effect of this proposal for my elderly neighbours is to put them in a permanent lock down	Please see the NTA's response to Issue 5 in this report
NTA-C9-464	Disruptive Construction process, the proposed plan here is between 2025-2030. This is too much upheaval on a local community. The burden on residents is not fair nor justified, when there are alternative routes and options available which would have the approval and support of local residents	Please see the NTA's response to Issue 1 in this report
NTA-C9-464	Devaluation of my property due to no parking, along with access issues.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-464	Route chosen (of the 10 routes looked at) destroys the most trees, so please explain why this route was chosen?	Please see the NTA's response to Issue 4 in this report
NTA-C9-464	Mis information on the brochures, OS maps out of date, failure to contact local residents, poor first meeting with the public at Nemo GAA grounds. The timing of the letters of CPO's (beginning of summer holidays) rushed time frame for Public Consultation. Total lack of any real genuine reaching out to residents of an old and strong community. From the outset, this has created animosity, anger, fear which was all totally avoidable.	Please see the NTA's response to Issue 11 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-464	Ballinlough Road - This stretch of road is already at capacity, and is very dangerous at the best of times for pedestrians. if it does proceed as planned will be responsible for causing and endangering school children's lives by increasing the volume of traffic exponentially. the increased risk to children at Eglantine girls' school directly on the Douglas road and also St Anthony's BNS in Ballinlough as the plan will result in moving traffic off the Douglas road (as Belair will be closed to traffic heading into town) and force commuters to travel via Eglantine Prk and funnel traffic through residential areas and past St Anthony's. The closure of this gate will also increase the risk to pedestrians in general and local homeowners on all the residential areas of Ballinlough, from Wallaces Avenue, Bernadette Way, Castlegreine park and the list goes on.	Please see the NTA's response to Issue 3 in this report
NTA-C9-464	I would like to know and see you carried out the risk assessment for this proposal who carried out the Traffic assessment for this route and the other alternative routes	Please see the NTA's response to Issue 1 in this report
NTA-C9-465	The proposed changes will also lead to the tragic destruction of the heritage and culture of this road.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-465	I am also concerned about subsidence issues, noise pollution and air pollution due to a greater amount of traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-465	I am very opposed to the proposed changes to the Douglas Road as they are unsafe, environmentally unsound and destructive to the culture, heritage and social life of the area.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report.
NTA-C9-465	An increase in traffic volumes on the Cross Douglas Road will also lead to a devaluation of my property on this road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-465	I am also deeply concerned about the proposed destruction of mature trees on the Douglas Road and the impact on biodiversity – not to mention ruining the beauty of a green corridor in an urban setting. I do not believe that replacement trees can replace the mature trees that will be destroyed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-465	This proposal also represents much disjointed thinking as it is contrary to the CMAT, Cork City Cycling Plan and DLUTS plan.	Please see the NTA's response to Issue 1 in this report
NTA-C9-465	I also wish to outline my dissatisfaction with the process by which this planned project has been communicated to residents to date. I only found out about it by chance through word of mouth and consider the submission process complicated and maps are difficult to read as they are not to scale. I also take issue with the misinformation being communicated (eg extra lanes resolving congestion; inaccurate journey times; comparison of routes) and the draft document by Barry Transport has errors in it.	Please see the NTA's response to Issue 11 in this report
NTA-C9-465	I am also concerned about subsidence issues, noise pollution and air pollution due to a greater amount of traffic. An increase in traffic volumes on the Cross Douglas Road will also lead to a devaluation of my property on this road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-465	I am concerned about the safety issues that will arise due to the increase in traffic volume proposed for this road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-471	create bus cycle lane corridor through douglas village that relieves traffic from the finger post roundabout from Rochestown Ed and Maryborough hill. the bus service while poor cannot get through the congested traffic (usually cars with kids in them) and cannot deliver an on time service. any buses scheduled at the time cannot get the kids to school on time	Please see the NTA's response to Issue 12 in this report
NTA-C9-471	There is no cycle lane of safety for the kids to cycle to school	Please see the NTA's response to Issue 3 in this report
NTA-C9-472	If you want to help, then one could trial a one-way system between the main douglas road and the back douglas road in the mornings between certain times, and see how that works. Then both lanes will facilitate a large outflow of vehicles. With the option of retaining a bus lane on the closed off road if needed at a later stage.	Please see the NTA's response to Issue 12 in this report
NTA-C9-472	Traffic flow pinch points are the main issue here and widening roads with all the good intentions in the world are not going to fix our issues when you just end up in another bottleneck further down the track.	Please see the NTA's response to Issue 2 in this report
NTA-C9-472	The destruction of many old walls which should have protected structure status is not a sensible solution. Nor in any way an aesthetic one.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-476	The stretch of the Douglas Road from the Victoria hospital to Eglantine school in particular is mature in terms of plantlife , trees especially , and also old limestone walls . The preservation of these structures should be of paramount importance in planning any bus corridor along this road section The character of the city of Cork is slowly being eroded	Please see the NTA's response to Issue 4 in this report
NTA-C9-491	Traffic diversions will have a big impact for access to my home Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians	Please see the NTA's response to Issue 2 in this report
NTA-C9-491	I would suggest a one way loop with the Douglas and South Douglas Road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-491	Route chosen worst for visual landscape and character Historic protected stone wall boundaries	Please see the NTA's response to Issue 4 in this report
NTA-C9-491	The average travel time from Douglas to City Centre (off peak) is 13/16 minutes. Under the new proposal and with all the years of disruption and loss of part of peoples own homes that will happen , the new travel time will be 14 minutes. Therefore, in my opinion, there is no justification for this based on that and the aforementioned points.	Please see the NTA's response to Issue 9 in this report
NTA-C9-491	Noise pollution – Buses 24/7 and increase in frequency Light pollution and loss of shading via loss of over 100 plus mature trees Air pollution due to construction process, extra buses, loss of trees and biodiversity One of the last green urban corridors. Attractive and soothing visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-491	Loss of mature nature, uprooting residential community and neighbourhood, potential for loneliness from being physically separated from neighbours across the road or from living on side of soulless wide concrete road, noise, light and air pollution Restricting walking is extremely detrimental to peoples mental health.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-491	Disruptive Construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-491	Access issues for schools and local hospitals (St Finbarr's, the South Infirmary)	Please see the NTA's response to Issue 2 in this report
NTA-C9-491	loss of shading via loss of over 100 plus mature trees Replacement trees will not replace like with like (carbon sequestered by mature trees) Route chosen (of the 10 routes looked at) destroys the most trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-491	Letters sent in summer post COVID with tight deadline for submissions Letters only sent to homes with CPOs, all other residents hearing of scale of plans via word of mouth or local residents Short ad in newspaper or advertising flyer late August did not highlight any local issues Maps not to scale	Please see the NTA's response to Issue 11 in this report
NTA-C9-491	High risk area for subsidence and sinkholes – this risk will be increased for most of us by the construction process that will have to take place in the area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-491	Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians – safety issue and likely to impede traffic flow . When travelling from the city, people will need to cross a traffic/bus lane, cycle lane, and 2 meter footpath to enter their homes.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-491	Traffic surveys not carried out in advance	Please see the NTA's response to Issue 1 in this report
NTA-C9-493	Under the current plan for Corridor I when Southern Road becomes one-way then the (very few) residents on Southern Road with car parking spaces who wish to travel by car in the direction of the city or Blackrock will have to head towards Douglas as far as Cross Douglas Road (or Rosebank if no right turn onto Cross Douglas road remains), then across to South Douglas Road and back in towards the city to Langford Row - a distance of 3.1 (or 3.6) km in order to arrive less than 100m from where they set out. These residents should be allowed to use the city-bound bus lane for the 50m required to reach the junction between Southern Road and Langford Row / Blackrock Road and avoid adding to the likely already increased traffic on the aforementioned Cross Douglas and South Douglas Road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-494	From what I can see from Corridor I, private traffic will be diverted from entering the Douglas Road at its junction with the Well Road, so presumably traffic will be diverted onto the Well Road. What can be done to minimise Woodview being used as a rat run to rejoin the main Douglas Road and therefore skipping the Bus Gate on the Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-496	Implementation in full of BC plan for Douglas Road is essential and vital for the future well-being and quality of life in Douglas and the suburbs beyond—we simply have to bite the bullet now	Please see the NTA's response to Issue 13 in this report
NTA-C9-501	The road will see a massive increase in traffic flow into a densely populated area with three schools locally. Daily I see young children and parents going up and down Wallaces Ave to attend Our Lady of Lourdes primary school.	Please see the NTA's response to Issue 2 in this report
NTA-C9-501	This proposal will increase noise and air pollution which will affect our health in the future.	Please see the NTA's response to Issue 4 in this report
NTA-C9-501	The new proposed bus connect route "I" will involve passing through Wallaces Avenue. Wallaces Avenue is a hill, I have lived on the [personal information redacted] for the past [personal information redacted]. I will no longer be able to park my car outside my gate which will be a huge inconvenience for me and my family.	Please see the NTA's response to Issue 5 in this report
NTA-C9-502	I notice on the proposed plan on (Route I) that the current Cycle Lane on Southern Road has been removed? I just can't understand why this is being proposed, as a regular cyclist myself and regularly cycling to the city and back, I am so very aware that the only real hill or pull up out of the city is on Southern Road. Sorry but I really can't understand why you the (NTA) would propose removing a Cycle Lane in the one area where it is of most importance to regular cyclist's trying to commute in and out of the city. What I ask is that you take this into consideration and please for God's sake leave the current Cycle Lane in place. As already mentioned on this commute, this is the really the only area where, as a cyclist you really feel the pull up hill and having the Cycle Lane here currently being segregated from cars, lorries and buses really helps as a cyclist.	Please see the NTA's response to Issue 12 in this report
NTA-C9-510	These plans will result in highly concentrated traffic to an area that can barely handle the traffic as is. There are several schools in the neighborhood which makes traffic at certain times of the day unmanageable already.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-510	The houses on these streets already have very small gardens, and now will be faced with more noise and pollution.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-510	Many residents are highly reliant on having parking - wheelchair users or those with small children, and there is a threat that parking will be removed, which would also effect the value of the properties.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-510	As a child, the street was already so congested I was very aware of the danger of crossing the road, and this is guaranteed to now be 10 times worse. Wallaces avenue is a narrow street that needs cautious driving. Several cars have been damaged while parked on the street from careless drivers. This is far more likely to happen now.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-511	I moved to an estate near the [personal information redacted] just before Christmas [personal information redacted]. Most days I walk along the main [personal information redacted] on looped walks within Douglas /Ballinlough. I love the old walls, houses and trees I pass each day. There are not many parts of the city which have such a lovely aspect. I object to the plans to widen the Douglas Road. I believe it will destroy a beautiful part of the city. I also believe that the plans will have a detrimental effect on the schools along the route, making getting to and from school very difficult.	Please see the NTA's response to Issue 4 in this report
NTA-C9-551	Creating a one way system loop using the Main and South Douglas Roads could be far less disruptive and costly;	Please see the NTA's response to Issue 12 in this report
NTA-C9-551	As city bound cars on the Main Douglas Road are proposed to be routed onto a limited capacity road at the Bellair Estate junction, drivers will instead avail more of the South Douglas Road. The roads connecting the main Douglas and South Douglas Roads, on which roadside parking is common, are not fit to carry an increase in traffic volumes;	Please see the NTA's response to Issue 2 in this report
NTA-C9-551	The craftsmanship and character of the masonry on the perimeter wall of my property is not possible to reproduce today	Please see the NTA's response to Issue 4 in this report
NTA-C9-551	The proposal will realistically give rise to an increase in noise and air pollution in our neighbourhood on account of the increase in capacity of the road	Please see the NTA's response to Issue 4 in this report
NTA-C9-551	The disruption during the construction phase will be prolonged and stressful to live with;	Please see the NTA's response to Issue 8 in this report
NTA-C9-551	shortened garden will devalue my property;	Please see the NTA's response to Issue 7 in this report
NTA-C9-551	the removal of mature trees;	Please see the NTA's response to Issue 4 in this report
NTA-C9-551	I will lose a screen from a busy road, loss of depth and 100 year old trees	Please see the NTA's response to Issue 6 in this report
NTA-C9-551	There is a real risk of subsidence resulting from the works.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-551	<p>There will be a significant safety and traffic circulation issue outside the Eglantine Primary School.</p> <p>At present there is a lane for traffic turning left into Eglantine Park outside the school and this is effectively used as a 'lay by' for drop offs and collections. The proposal redeploys this effective 'lay by' to become a bus lane.</p> <p>Crossing multiple lanes of traffic on a road widened to the extent proposed is daunting and risky for vehicle, cycle and foot traffic alike.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-557	I am very supportive in principle of what is proposed for Corridor I. With regard to Southern Road it is a good idea to make it one way for general traffic so that busses have priority heading into the city.	Please see the NTA's response to Issue 13 in this report
NTA-C9-558	I broadly support what is proposed for Corridor I along Southern Road.	Please see the NTA's response to Issue 13 in this report
NTA-C9-559	<p>The congestion on Douglas Road centres around schooling, the entrance to Douglas Village and further down Douglas Road close toward the city centre.</p> <p>Though there is congestion, at no time has it proved unmanageable. But, my point is simply this: the plans conceived by BusConnect offer little resolution to the real problems. Without proper consideration of residents' needs, it presents as little more than an ill-conceived vanity project cooked up by companies and individuals harbouring their own agendas will little care or concern for affected parties.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-559	The removal of walls, some representative of Cork's history and legacy, simply cannot be replaced.	Please see the NTA's response to Issue 4 in this report
NTA-C9-559	The loss of natural habitat through the removal of trees and foliage will not only destroy one of Cork's few green passages into the city but will, in effect, be irreversible as many of those trees, some hundreds of years old, will not be replaced in our lifetime.	Please see the NTA's response to Issue 4 in this report
NTA-C9-559	<p>I am concerned about the level of discourse. In my opinion the NTA has not gone nearly far enough in engaging with communities and individual property owners. I have seen little evidence of specific surveys, and key data-driven cost-benefit analysis of the proposal. The amount of time saved on a bus journey after the implementation of this proposal (a cost in excess of €600 million for now ((it will surely increase))) does not amount to a hill of beans and certainly does not warrant this level of disruption.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-567	<p>The footpath in front of my house [personal information redacted] and my neighbour's house [personal information redacted] is already very narrow, considering there is quite heavy pedestrian traffic in this area, with Rockboro school next door and access to the city, South Infirmary hospital and other amenities from across the road.</p> <p>Any further narrowing of the footpath would be extremely dangerous on a busy road, considering the level of pedestrians in the area.</p> <p>It would not be possible to fit a buggy or a wheelchair on this footpath if it were narrowed any further, making the terrace inaccessible for young families and older residents.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-578	obstruction of access to homes due to people congregating, waiting for the bus, particularly those who are trying to access their homes with buggies, bikes or wheelchairs	Please see the NTA's response to Issue 2 in this report
NTA-C9-578	Why wouldn't the Authority consider leaving the bus stop where it currently is (100m away in the direction towards town) outside a commercial unit or moving the bus stop outside Tesco to allow for less disruption to residents?	Please see the NTA's response to Issue 12 in this report
NTA-C9-578	antisocial behaviour that is commonly found at bus-stops right outside peoples' homes	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-578	noise and pollution of a bus with 10 min frequently right outside peoples' homes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-578	The terraced houses on Douglas Rd, opposite St Finbars Hospital do not have particularly long front entrance paths, and this proposal already seeks to eat into their front gardens, meaning the bus stop will be even closer to the front doors, making it a real nuisance for noise and accessibility.	Please see the NTA's response to Issue 6 in this report
NTA-C9-579	As a resident of [personal information redacted], I am extremely concerned about the bus only corridor on the Douglas Road with no access for cars towards the city.	Please see the NTA's response to Issue 2 in this report
NTA-C9-579	The removal of parking will have a terrible effect on residents as they have no other parking options as they do not have driveways, and this means other streets in the area are now going to get more clogged.	Please see the NTA's response to Issue 5 in this report
NTA-C9-581	I would strongly oppose the removal of parking spaces on [personal information redacted] along with some of the private property. We are a very busy GP practice in which patients of our practice require an immediate and accessible parking space for often times they are coming in with a medical emergency. This need is most pertinent for our patients whom suffer with disabilities and the suggestion that the disabled parking space be removed from the front of the practice directly and negatively impacts patient safety!	Please see the NTA's response to Issue 5 in this report
NTA-C9-582	Access to St. Finbarr's will be restricted. Access to the only shop in the area, Tesco will be restricted. The city end of the Ballinlough is a quiet and safe area and inviting traffic to the road will destroy the area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-582	Removing roadside parking is going to cause havoc for the smaller parks in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-582	This is going to direct excessive traffic through Bel Air and past Our Lady of Lourdes school putting our children's lives at risk. It's already a dangerous area for children in the mornings and afternoon. Not only this, but Castlegreina will become an even busier rat race for traffic. Carrigeen Park and Castlegreina are home to many young children who play on the road as there is no green area. Increasing volumes of rushing traffic through these parks will ultimately result in a serious accident	Please see the NTA's response to Issue 3 in this report
NTA-C9-586	I would like to object to the current plans for the Marborough to City BusConnect Cork Project. The removal of on street parking in the Ballinlough/Douglas road area for residents will result in significant parking congestion in an area already struggling with lack of car spaces.	Please see the NTA's response to Issue 5 in this report
NTA-C9-593	The loss of the entrance pillars and curved entrance to Knockrea Park which are part of the heritage of our Park since the 1920s. The complete destruction of the streetscape that is the Douglas Road – an urban environment that has developed since the 1880s to the present day. This is part of our shared heritage – some families have been at Knockrea Park for 90 years.	Please see the NTA's response to Issue 4 in this report
NTA-C9-593	Prolonged disruption as a result of the significant engineering and construction works which will affect access, cause dust pollution, affect water drainage, require moving of various services such as waste, water, broadband, street lighting, cause noise pollution and nuisance.	Please see the NTA's response to Issue 8 in this report
NTA-C9-593	The destruction of one of our neighbour's gardens with the removal of mature trees.	Please see the NTA's response to Issue 6 in this report
NTA-C9-593	Overall, the Residents welcome improved bus connectivity, reduced peak hour traffic and measures that would increase cycling within this area. In fact many of the Residents already engage in activities such as walking, cycling to work and the use of buses for school, leisure and work.	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-595	this plan will cause actual damage to the existing streetscape - some of which has been in place for over a hundred years. It will increase the concrete footprint while simultaneously reducing the green footprint but cutting gardens, and removing trees and hedges.	Please see the NTA's response to Issue 4 in this report
NTA-C9-598	I strongly oppose the plan of diverting city bound traffic from Douglas Road up onto Bellair Estate and directing traffic flow left and right at the junction where a primary school is located.	Please see the NTA's response to Issue 2 in this report
NTA-C9-598	I strongly oppose removal of residents parking and change of traffic flow [personal information redacted] between the junctions of Bernadette Way and Bellair Estate.	Please see the NTA's response to Issue 5 in this report
NTA-C9-601	the diversion of traffic through Wallace's Avenue and Belair is troubling and shows lack of understanding of the actual size and use of these roads It is currently virtually impossible to cross the road safely at Bean Brownie, yet there appears to be a decision to increase the traffic flow rather than decrease around an already deeply congested area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-602	I drive the Douglas Road regularly and seem to get caught opposite St Finbarr's where the on street parking effectively narrows the road to one lane and predictably as the road enters Douglas village. The planned destruction of the fabric of Douglas Road and further loss of mature trees will only transfer the bottleneck further along the road as with the half witted work done on Skehard Road recently.	Please see the NTA's response to Issue 2 in this report
NTA-C9-602	The planned destruction of the fabric of Douglas Road and further loss of mature trees will only transfer the bottleneck further along the road as with the half witted work done on Skehard Road recently.	Please see the NTA's response to Issue 4 in this report
NTA-C9-603	the proposed plan could in fact double the length of my journey to work.	Please see the NTA's response to Issue 2 in this report
NTA-C9-603	Lastly the light and air pollution will cause massive personal impact if the route goes ahead. Currently the trees and the garden block the street lights and also providing great biodiversity to clean the air of the pollution produced by the cars that pass by on the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-603	If taken down and the garden reduce the would have a affect on my sleep as the garden will be lost and the noise and light pollution will affect my sleep which in turn will have a detrimental affects on my wellbeing and mental health.	Please see the NTA's response to Issue 1 in this report
NTA-C9-603	The trees in the garden provide some great shade and also privacy from the road users on the other side of the wall.	Please see the NTA's response to Issue 4 in this report
NTA-C9-603	Alternative suggestion - I would look to rail. Trains do not have to sit in traffic they allow commuters to reach their destination on time and are timely themselves. A light rail or tram system would use less space. If a trains came into town from the big commuter towns such as Carrigaline and Ballincollig this would reduce the amount of cars using the road and cause much less destruction.	Please see the NTA's response to Issue 12 in this report
NTA-C9-603	The proposed route effects me personally by reducing the garden (as seen in photos in attached document) in my home on Douglas Road.	Please see the NTA's response to Issue 6 in this report
NTA-C9-603	The trees in the garden provide some great shade and also privacy from the road users on the other side of the wall. Secondly with the trees knocked and also the garden size reduced, this will open up the garden to onlookers on the bus and reduce my family and my own privacy, with all passengers on the buses and especially double decker buses being able to see directly into my own bedroom, my parents bedroom and my sisters bedroom, along with the kitchen and living room.	Please see the NTA's response to Issue 4 in this report
NTA-C9-604	In relation to our general environs, which is a mature area with a large amount of established trees and beautiful old walls, no consideration has been given to the destruction of this beautiful area.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-604	From my knowledge the criteria for a CPO is not met, because the route is not essential, and there are alternatives available. There are cheaper and greener alternatives, which makes this proposal unacceptable. I would like to see the study that was done that lead to this being chosen as the best route. I would welcome a copy of same, please send it to my email address.	Please see the NTA's response to Issue 9 in this report
NTA-C9-604	The road will now be [personal information redacted] meters from the house, which will have a detrimental effect on our health, through pollution, noise, loss of our established trees, our privacy etc.	Please see the NTA's response to Issue 4 in this report
NTA-C9-604	The road will now be [personal information redacted] meters from the house, which will have a detrimental effect on our health, through pollution, noise, loss of our established trees, our privacy etc.	Please see the NTA's response to Issue 1 in this report
NTA-C9-604	Huge negative impact on the value of our house. As our house is over 100 years old.	Please see the NTA's response to Issue 7 in this report
NTA-C9-604	The road will now be [personal information redacted] meters from the house, which will have a detrimental effect on our health, through pollution, noise, loss of our established trees, our privacy etc.	Please see the NTA's response to Issue 4 in this report
NTA-C9-604	You want to reduce my garden by [personal information redacted] meters, this is my only private space.	Please see the NTA's response to Issue 6 in this report
NTA-C9-604	The road will now be [personal information redacted] meters from the house, which will have a detrimental effect on our health, through pollution, noise, loss of our established trees, our privacy etc.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-604	I also have a difficulty with how this process has occurred. We received a letter into our house addressed to the resident of, no name etc telling us that our garden will be CPO. Then we are asked to comment on a proposal which we cannot quantify, as the plans are not clear from the booklet we received by post. We then attended an information evening expecting to be given better drawings, still nothing available. We then had a meeting with Con Kehely, and Charlie Conridge, again requesting clear information on what was being proposed , particularly in relation to our property and the changes in traffic , as it is impossible to read any of this from the booklet. WE REQUESTED AGAIN A LARGER DRAWING BUT DID NOT RECEIVE ANYTHING.	Please see the NTA's response to Issue 11 in this report
NTA-C9-604	I think any major works with close proximity to the house would cause subsidence as we are in a high risk area for this.	Please see the NTA's response to Issue 7 in this report
NTA-C9-605	Access to local schools will be reduced with the proposed traffic route changes (re-routing to the Well Rd will cause traffic jams further into parks and estates nearby. Access to local hospitals and other medical services will be restricted by proposed new traffic route changes. The proposed route of traffic up through Bellair will increase the volume of cars through this narrow park of houses. There is a primary school at the end of Bellair with young children and parents dropping and collecting Routing this same traffic down the very narrow Ballinlough road and Wallace's Avenue is not practical. Both old narrow roads with local house owners needing to park their cars on the current road side.	Please see the NTA's response to Issue 2 in this report
NTA-C9-605	Traffic noise will increase. Car and bus emissions will be much closer to the house. Road dust will increase as it will be closer to the house.	Please see the NTA's response to Issue 4 in this report
NTA-C9-605	To remove these old trees would be irresponsible.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-605	Dramatic reduction in garden area. This is our front garden. We do not have any other recreational space We will have to re-insulate our house walls and introduce Heat Recovery Ventilation systems to provide clean fresh air to the house (we will have to close the windows to prevent the dust and noise getting into the house). Street lighting will be closer and brighter to our house Reduction in boundary wall	Please see the NTA's response to Issue 6 in this report
NTA-C9-605	As outlined during our meeting, the information provided to date by the NTA has been very poor. To ask a community or individual house owner to make a submission based on these proposals is very unfair. To date we have seen no scaled drawing of the proposals. There is no detail outlining the affect this proposal will have on our property.	Please see the NTA's response to Issue 11 in this report
NTA-C9-606	I object to the proposed urbanisation and removal of the last aesthetically pleasing elements to the Douglas Road. Douglas has been defaced and destroyed by abhorrent planning decisions in the past and yet the madness of adding further shopping centres and further apartments continues whereby the solution is to destroy the Douglas Road, after destroying Douglas village. The current plan should not proceed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-606	There is a far more suitable solution to the transport challenges through Douglas Village by building an orbital route through Mahon Golf course. This would substantially reduce the through traffic in both directions.	Please see the NTA's response to Issue 12 in this report
NTA-C9-608	I have two children who attend St Anthony's National School, Ballinlough and one has special needs and is not fit for public transport. Your changes will mean that I cannot drive him to school each morning.	Please see the NTA's response to Issue 2 in this report
NTA-C9-611	The loss of old walls that have been a part of the Douglas road for a lot longer than most residents along with the cutting down of the trees that have shaped the landscape of the Douglas road for many years.	Please see the NTA's response to Issue 4 in this report
NTA-C9-611	The loss of old walls that have been a part of the Douglas road for a lot longer than most residents along with the cutting down of the trees that have shaped the landscape of the Douglas road for many years.	Please see the NTA's response to Issue 4 in this report
NTA-C9-611	It will make many of our elderly residents prisoners in their own homes, as they will have to navigate a busier roundabout way of getting to and from their house's which they fear they will not be able to do.	Please see the NTA's response to Issue 3 in this report
NTA-C9-615	The buses that pass for majority of the day are 1/3 full at best.	Please see the NTA's response to Issue 9 in this report
NTA-C9-615	I have worked long and hard as many I'm sure have in order to buy my own house and now for the bus route to casually be changing the whole face of the area I bought in.	Please see the NTA's response to Issue 4 in this report
NTA-C9-615	To expect people to walk to Finbarrs Hospital is just obscene, daily we must endure many people from Arbor House as it is and now expecting us to cross that path to park our cars.	Please see the NTA's response to Issue 5 in this report
NTA-C9-615	Being the acquiring of majority of my front garden literally leaving my front door on the road.	Please see the NTA's response to Issue 6 in this report
NTA-C9-615	Foundations of these houses are minimal if they exist at all and to start disrupting the roads nearby will be detrimental.	Please see the NTA's response to Issue 3 in this report
NTA-C9-621	There are a number of businesses in this area that will CLOSE DOWN as a result of this proposal. A doctors surgery providing essential services, shops, hair salons, chipper.	Please see the NTA's response to Issue 1 in this report
NTA-C9-621	The removal of On street parking along the Douglas Road close to St Finbarrs hospital, BelAir, Ballinlough rd will have a major impact on many residence. Social isolation will return if there is no place for visitors and friends to visit my elderly neighbours.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-621	The NTA plan is to rip up the social fabric of our community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-621	These guys were not even aware of schools in the area, which is clearly demonstrated by the pushing of all private vehicles up through Belair and passing in front of a primary school. I would like to know has anyone from this Consultants firm even visited the area? I would also request that Barry Consultants along with every NTA representative working on this project DECLARE IF THEY HAVE ANY VESTID INTEREST IN WHICH ROUTE IS CHOSEN.	Please see the NTA's response to Issue 2 in this report
NTA-C9-621	This document is devoid of any real substantive information, it is not objective rather subjective as was stated by the NTA representative at the recent Public Forum meeting in Rochestown Park Hotel. How can any major project be based on opinion, when the document is full of inaccuracies. The NTA's communication has been nothing short of a joke, a bad one at that. Deliberate mis information, regarding bus times, flaffing at public meetings, waffle and spin during the recent Rochestown forum	Please see the NTA's response to Issue 11 in this report
NTA-C9-621	No Road Safety Traffic Analysis/Survey. There is no Environmental Impact Assessment carried out on any of the proposed 10 options. Nor is there an Environmental Impact Statement to go with the report. The report's risk assessment is not consistent with the sifting exercise carried out. Residents should be given the chance to have INDEPENDENT ENGINEER REPORT CONDUCTED FOR ALL 10 OPTIONS.	Please see the NTA's response to Issue 1 in this report
NTA-C9-627	The widening of roads, loss of private property and onsite parking loss for many residents.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-627	Loss of traffic diversions.	Please see the NTA's response to Issue 2 in this report
NTA-C9-627	Loss of onsite parking loss for many residents.	Please see the NTA's response to Issue 5 in this report
NTA-C9-627	Loss of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-627	The widening of roads, loss of private property and onsite parking loss for many residents.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-638	<p>Bus Gate at Bellair where it will push traffic off Douglas Road up Bellair.</p> <p>Are you proposing to filter traffic onto Boreenmanna Road via Wallaces Avenue or other estate roads that lead down from Ballinlough Road.</p> <p>By this you are creating 'Rat Runs' on roads that are not designed to take traffic of this nature.</p> <p>Bellair Estate was never envisaged to handle the current level of traffic, which, at present peak times has traffic hold ups at the junction with Ballinlough Road as there is a pinch point where, presently, a bus and car going in opposite directions cannot pass. The road is not wide enough.</p> <p>On exiting Bellair onto Douglas Road you are proposing a no right turn in the direction of city. How are people expected to attend hospital appointments in St. Finbarrs Hospital ?</p> <p>Are you proposing to change Ballinlough Road at Bean Brownie to a two way system where presently it is a one way system for cars heading to Ballinlough. There is no room for a car and transit style van to pass.</p> <p>By filtering traffic from the Garryduff, Maryborough and Rochestown Road areas along with traffic from Carrigaline that use the Maryborough Hill route into city up the Well Road to merge with traffic from Skehard rpute down onto Boreenmanna Road to join up with the South Link you are creating traffic gridlock of proportions that we have not experienced to date.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-638	You are ripping the identity, beauty and character of a neighbour hood to be replaced by a 19 meter wide roadway	Please see the NTA's response to Issue 4 in this report
NTA-C9-638	I am shocked by the plans to remove the mature trees along the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-638	You also have the new apartment complex with associated parking requirements which you provide no information about.	Please see the NTA's response to Issue 5 in this report
NTA-C9-643	Increased volume of traffic that will result from proposed Bus Gate at Bel Air. This traffic will be joining traffic on Boreenmanna Road and adding to the existing bottleneck leading to the South Link Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-643	Removal of parking spaces is a serious issue for people with disabilities for whom walking or cycling is a challenge and car access.	Please see the NTA's response to Issue 5 in this report
NTA-C9-643	Douglas Road will almost double in size would be a concern as this would mean the removal of trees and and wall structures that are historical features.	Please see the NTA's response to Issue 4 in this report
NTA-C9-643	sending traffic past Our Lady of Lourdes school and down Wallaces Avenue which is not not suitable for same and a safety issue for children and residents alike.	Please see the NTA's response to Issue 3 in this report
NTA-C9-652	New Bus routes may imply walking a longer distance to or from a bus stop. Will there now be a significantly reduced bus service on Ballinlough Road? If so, there will be considerable hardship on the elderly and disabled.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-652	The complex changes involved place undue difficulty on the elderly and on their capacity to enjoy road use as drivers or as bus users or as pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C9-652	The removal of parking spaces from outside houses without driveways in streets such as Wallaces Avenue implies that residents will have to park their cars a considerable distance from their homes. This will have a serious impact on their capacity to live independently. The removal of parking spaces simply moves the parking problem elsewhere.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-652	This Plan seems to take no cognizance on the high age profile of the residents of this mature area and is to the detriment of elderly road users. The complex changes involved place undue difficulty on the elderly and on their capacity to enjoy road use as drivers or as bus users or as pedestrians.	Please see the NTA's response to Issue 1 in this report
NTA-C9-659	Residents will be forced to leave their houses as their properties would need to be altered or demolished completely.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-659	It is under pressure at present due to it's size and vehicle volumes. Additional traffic on Ballinlough Road, Bellair, Bernadette Way, Castle Greine Park will cause traffic jams and be a safety hazard to residents and children.	Please see the NTA's response to Issue 3 in this report
NTA-C9-660	The current proposal will impact the physical design of many homes and gardens. Houses (with gardens) in this area are sought-after family dwellings. Many of the house owners have worked incredibly hard to purchase their homes in a now desirable area. Boreenmanna Road and Douglas Road are currently pleasant roads to travel on any mode of transport. They are both full of character, lined with trees, and a suitable, picturesque passageway through the suburbs. Beyond the environmental impact of removing the trees and green areas from both roads, the effect on the aesthetics, character and feel of the neighbourhood will be devastating!	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-660	The proposed plans will render school drop-off very dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-660	Environmental impact of removing the trees and green areas from both roads, the effect on the aesthetics, character and feel of the neighbourhood will be devastating! Life and character will be drained from the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-660	The proposed changes will harm air quality in the area, as well as the biodiversity that is currently thriving.	Please see the NTA's response to Issue 4 in this report
NTA-C9-660	The area does not currently have a sufficient quantity of car parking spaces while significant sporting events or funerals are taking place.	Please see the NTA's response to Issue 5 in this report
NTA-C9-660	The removal of hundreds of public street parking spaces will cause inconvenience for many, displace homeowners' cars and likely cause competition amongst neighbours for remaining spaces. This will negatively impact community spirit in the area.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-660	These changes will likely impact property value in the area beyond those physically affected by the changes. The devaluation of my own in this area is daunting and disappointing. This household worked extremely hard to purchase this home and build a life in a desirable neighbourhood.	Please see the NTA's response to Issue 7 in this report
NTA-C9-660	Many families/ households use these walkways to walk dogs, take kids for a scoot or meander or to exercise themselves. The wide paths are safe for such activities.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-660	<p>Children travelling to school will also become more vulnerable due to the increased speed of passing traffic.</p> <p>The proposed changes will also impact other vulnerable road users.</p> <p>An elderly neighbour has highlighted that she envisages being afraid to go for her regular walks if speeds increase and paths narrow.</p> <p>It's harrowing that content, relatively-independent community members will be too scared to walk around our currently safe neighbourhood.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-661	<p>My children enjoy walking across the road to the local shops, the chemist and as they age - the pub! The elderly residents of Ardfallen equally enjoy the same activities.</p> <p>There will be no passing trade for those shops and chemist if the changes go ahead- they won't stay open for long.</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-661	<p>The road has beautiful trees and apart from the obvious environmental value they create a beautiful vista when you are walking and on the skyline from our neighbouring houses.</p> <p>The old walls that frame the road are full of character - the letterbox tucked into an old wall- a part of our heritage, the curve of the road gives the road character and slows down drivers.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-661	The road is narrow enough to talk across the road to someone yet wide enough to let the traffic flow, cyclists have space and the traffic lights allow pedestrian to cross- very often they're not even needed.	Please see the NTA's response to Issue 9 in this report
NTA-C9-661	Parents have met and made new friends at the school gates when dropping children to school. A community is based on its ability to forge friendships and create a vibrant community - a widened road will prevent this.	Please see the NTA's response to Issue 4 in this report
NTA-C9-661	I don't want it widened to the width of the boreenmanna road where you cross the road at your peril.	Please see the NTA's response to Issue 3 in this report
NTA-C9-665	If the addition of a cycleway is deemed essential, then a one-way vehicle carriageway may be another option which could be brought into play with minimal disruption to residents along the Well Road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-665	Making it significantly more noisy, congested, and potentially more dangerous than it is at the moment.	Please see the NTA's response to Issue 2 in this report
NTA-C9-665	<p>Footpaths currently on the Well Road are little used and certainly would not need to be widened to 2m on each side of the road.</p> <p>As this is quite a hilly road, there are very few cyclists that use the road at present, and those that do generally use it on the downhill direction.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C9-665	<p>As Cork in general is a hilly city with reasonably high rainfall, the idea of large numbers of people cycling in the longer term may not be the solution.</p> <p>In time as electric / hydrogen cars and motor bikes become more common place, then the cycle ways may well become redundant, making the years of disruption caused by this proposal totally unnecessary.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C9-665	We believe the level of disruption excessive relative to the potential benefits, if any that will be gained.	Please see the NTA's response to Issue 9 in this report
NTA-C9-665	Existing footpaths are quite adequate and should remain on Well Road.	Please see the NTA's response to Issue 9 in this report
NTA-C9-665	<p>This proposed road widening would mean that we would no longer be able to enjoy the use of our driveway and could well prevent us from adequate enjoyment of our property as a whole.</p> <p>The proposal to widen Well Road disturbances to dwellings on either side of the Well Road and in our case significantly prevent our enjoyment of our property.</p>	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-666	I am a frequent bus user as I don't drive. I live on the South Douglas, and I am perfectly happy with the service - good frequency, good journey time.	Please see the NTA's response to Issue 9 in this report
NTA-C9-666	The point is, people like the convenience of their own cars. So while the increased number of buses are all half empty, this development will simply push cars to the South Douglas Road, Ballinlough Road, Boreenamanna Road etc. And those roads cannot handle increased traffic, so the city will have a much bigger traffic problem.	Please see the NTA's response to Issue 2 in this report
NTA-C9-666	It will completely destroy a beautiful, mature, residential area - beautiful old stone walls, gorgeous mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-666	I believe the development will be utterly pointless, and will only result in increased traffic issues on parallel roads.	Please see the NTA's response to Issue 9 in this report
NTA-C9-666	The detrimental environmental impact on the area alone, is reason enough not to proceed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-670	Buses should be more frequent during peak hours, more predictable overall and more efficient at boarding passenger	Please see the NTA's response to Issue 10 in this report
NTA-C9-670	The bicycle lanes should be wide, well-marked and have continuity at both ends of Douglas Rd.	Please see the NTA's response to Issue 12 in this report
NTA-C9-670	We feel that having more pedestrian and bicycle friendly 'streets' (upgrading from last century's roads) will, sooner or later, result in higher value for the entire community	Please see the NTA's response to Issue 13 in this report
NTA-C9-670	Where certain walls or gardens are proposed to be reduced for the common good, those owners should be compensated fairly	Please see the NTA's response to Issue 6 in this report
NTA-C9-670	Our message is of support to the improved, sustainable transport corridor.	Please see the NTA's response to Issue 13 in this report
NTA-C9-672	The idea of making Douglas Road one way to traffic near the hospital as a way of reducing congestion doesn't seem to make sense. All traffic from Douglas into the city would need to turn right through the Bellair estate, blocking traffic coming the other way. Ballinlough road is very narrow and vans regularly get stuck there	Please see the NTA's response to Issue 2 in this report
NTA-C9-672	However to remove all parking on Ballinlough Road there would simply shift the issue to the surrounding streets	Please see the NTA's response to Issue 5 in this report
NTA-C9-672	In addition, many children currently walk to Our Lady of Lourdes School on Ballinlough Road, a significant increase in traffic on this road will put them at risk.	Please see the NTA's response to Issue 3 in this report
NTA-C9-673	The plan to stop inbound traffic from Bellair will send a huge volume of traffic through Ardfallen Estate/Nursery Drive	Please see the NTA's response to Issue 2 in this report
NTA-C9-673	Also, if "the removal of school traffic drop off areas" goes ahead, how are children to be dropped off? (Eglantine School and St. Anthony's)	Please see the NTA's response to Issue 2 in this report
NTA-C9-682	Most of us support sustainable transport, but not when it destroys local environment, homes and people's quality of life – especially when there are alternatives).	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-683	I am opposed to the changes on the Douglas road because of the loss of mature trees and old stone walls in the area I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-683	the effect that will have on my health and wellbeing, as someone who enjoys living in this area, walking on the road and looking out my window at nature.	Please see the NTA's response to Issue 1 in this report
NTA-C9-684	I am opposed to the changes on the Douglas road because of the loss of mature trees and old stone walls in the area and the effect that will have on noise pollution, on my health and wellbeing, as someone who enjoys living in this area, walking on the road and looking out my window at nature. I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-684	Diverting traffic through housing areas not equipped for it as well as added pressure on roads in an area that is already a risk area for subsidence are aspects to this plan that have not been researched to the degree that would be necessary. I object to the proposal with these in mind.	Please see the NTA's response to Issue 3 in this report
NTA-C9-685	put school going children in direct danger of getting knocked down by forcing traffic through school areas, then you have succeeded.	Please see the NTA's response to Issue 3 in this report
NTA-C9-703	HGVs directed up through Bellair and down through Wallaces Avenue would have difficulty in accessing the Boreenamana Road as cars are parked on both sides of Wallaces Avenue. Also if inbound traffic to the city center from the Douglas Road originating from Monkstown, Passage West, Carrigaline and Douglas itself having been directed up through Bellair where it would in turn be meeting traffic from the Ballinlough Road and all this traffic meets up with traffic coming from Mahon heading inbound the level of traffic congestion would be high	Please see the NTA's response to Issue 2 in this report
NTA-C9-703	It should also be noted that overall traffic levels now appear less than what they were during pre-Covid times due to people working from home.	Please see the NTA's response to Issue 9 in this report
NTA-C9-703	The proposed bus connects Cork plan by the NRA for the Douglas Region would be detrimental to the local environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-703	removal of trees on Douglas Road removes good air quality to protect the health of the local inhabitants in the area on a micro level and maintain current temperature on a macro level.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-703	removal of trees on Douglas Road of varying longevity and thence as a result the removal of a valuable method of absorbing carbon dioxide from the atmosphere and a valuable method of generating oxygen to create and sustain a good air quality	Please see the NTA's response to Issue 4 in this report
NTA-C9-703	The proposed bus connects Cork plan by the NRA for the Douglas Region would be detrimental to the local environment as any attempt to widen roads and extend the width of footpaths through the acquisition of private property whether in relation to or part of a private dwelling or a privately owned commercial property along the Douglas Road	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-703	The part of the plan which involves redirecting traffic coming from the Douglas Road and up through Bellair fails to take in to account the existence of a primary school known as Lady Of Lourdes primary school and the health and safety of the pupils attending that school as their level of awareness of traffic dangers would not be fully developed and the visibility of their presence on the road may not be always readily apparent to approaching motorists	Please see the NTA's response to Issue 3 in this report
NTA-C9-704	More analysis of existing bottle necks and a targeted approach to fixing the pinch points in a far quicker timescale. This would identify that inbound to the city in morning rush hour is a priority task to be dealt with. A bus gate diverting traffic away from the city end inbound to the city for a specific period only would alleviate much of the problem.	Please see the NTA's response to Issue 12 in this report
NTA-C9-704	STC I should not widen all the Douglas Road from start to finish. This is a core feature of the design that is far too simplistic and has numerous negative side-effects. This really needs a fundamental rethink.	Please see the NTA's response to Issue 12 in this report
NTA-C9-704	City bound traffic being forced down Cross Douglas Road will lead to chaos, that road is not fit for any increase in traffic. Sending inbound traffic up Bellair past the National School is irresponsible and then to push it down Wallace Avenue, possibly one of the narrowest streets in Cork is ludicrous. Traffic forced up Well Road is clearly going to rat run through mature neighbourhoods where families and children's safety will be at risk.	Please see the NTA's response to Issue 2 in this report
NTA-C9-704	The proposal would destroy 56 heritage sites, changing the character and aesthetic beauty at the centre of an established historic neighbourhood into a concrete commuter super-highway.	Please see the NTA's response to Issue 4 in this report
NTA-C9-704	Removing mature trees and shrubbery will have a knock-on impact on the local biodiversity. Far more consideration of the natural environment of any urban area should be prioritised by construction projects. Noise pollution will increase on the road for all residents living within earshot of the road as the mature trees and shrubbery that currently masks some of the noise will be exposed to a far greater tunnel of traffic	Please see the NTA's response to Issue 4 in this report
NTA-C9-704	STC I requires too much construction and pouring of concrete. Replacing natural drainage with the amount of concrete will increase flood risk. STC I requires too much construction time, estimated as a two year minimum, with associated environmental pollution, noise, air and water pollution, subsidence risk and traffic diversions.	Please see the NTA's response to Issue 8 in this report
NTA-C9-704	The removal of mature trees, many estimated at 150+ years from an urban area does not sit well in a green initiative. Though the NTA estimated about 80 trees the reality is expected to be closer to 200 after a local ecologist walked the road and estimated based on what he could see from the roadside	Please see the NTA's response to Issue 4 in this report
NTA-C9-704	CPO of private land should be a last resort and clearly demonstrate that it is essential. we are one of the many with the threat of CPO hanging over them. It is an extremely unwanted position. It is hard to not have it in your head. And it takes a lot of time to figure out the plans and the process.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-704	<p>The initial flier communicating the CPO threat to our home was impersonal and vague.</p> <p>The STC I Public Consultation document uses misleading data in section 2.3 Key Facts.</p> <p>The number of trees is grossly underestimated (87 stated, reality closer to 200 according to an ecologist walk of the road) and the bus times of 33 and 40 minutes are very misleading.</p> <p>The 2019 survey of bus times for this route indicates 95% of journeys in the 13–16-minute range with a one-hour inbound rush hour averaging 23 mins. And traffic has likely eased since 2019 with work from home. The key facts also omit the 56 heritage sites that would be destroyed</p> <p>The follow up one to one was with some very professional young individuals but they had no concrete data and could only estimate the number of metres which I believe to be inaccurate.</p> <p>Community forums were not well run and were setup in a manner to allow the representatives of NTA and their partners to dominate the discussion and they did not provide any detailed data or justification for the scale of CPO and general disruption that their plans require.</p>	<p>Please see the NTA's response to Issue 11 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-704	<p>Increased volume of buses and those buses being nearer to the houses along the road will increase risk of subsidence which is already an issue with this area of Cork and the old houses that are common in an established mature neighbourhood.</p>	<p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-704	<p>There is no clear workable traffic plan for the area and the safety of the young school children attending the six National Schools and many Montessori schools has not been adequately considered.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-705	<p>It will 100% result in increased traffic through multiple residential areas (Hettyfield, etc)</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-705	<p>Cross Douglas road is already quite dangerous for children, cyclists and runners. If we remove parking, I am afraid that the speed of cars travelling on the road will increase dramatically and that this could result in tragedy.</p> <p>Many residents only have enough parking for a single car and the removal of street parking will make it almost impossible to have visitors in our own homes. Some of the residents towards the South Douglas Rd have no on-site parking and rely upon street parking entirely.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-705	<p>Cross Douglas road is already quite dangerous for children, cyclists and runners. If we remove parking, I am afraid that the speed of cars travelling on the road will increase dramatically and that this could result in tragedy.</p> <p>It will 100% result in increased traffic through multiple residential areas (Hettyfield, etc) where kids play and this could have disastrous unintended consequences.</p>	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-707	<p>could not a series of terminuses on the edge of the city feed into the South Link and North Link traffic systems.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-707	<p>The green route that is the Douglas Road would be replaced with a concrete corridor</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-707	<p>My car journey time would be increased and frustrated in the absence of direct access due to bus gates at either end of the Douglas Road</p> <p>The increased traffic on streets and roads adjoining the Douglas Road would add to the journey stress throughout the day and create absolute chaos during school drop and pick up times (>5,000 students)</p> <p>Ballinlough Road, Wallace's Ave, Boreenmanna, Cross Douglas Road, Well Road and all of the residential roads linking into these routes cannot accommodate additional diverted traffic</p>	<p>Please see the NTA's response to Issue 2 in this report</p>

Reference	Statement	NTA Response
NTA-C9-707	The Douglas Road would no longer present a pleasant, interesting, neighbourly walk to town (Cork City) and the village (Douglas Village); what is currently and historically a green neighbourhood main thoroughfare would become a traffic highway	Please see the NTA's response to Issue 4 in this report
NTA-C9-707	The passenger destination in the main is Cork City Centre (excepting those travelling to secondary schools in the Ballinlough area). Why are these buses then travelling through a residential area of significant community, city greenery, biodiversity and heritage? What are the alternate routes?	Please see the NTA's response to Issue 12 in this report
NTA-C9-707	The visual stimulation and pleasure to be gained from the trees, plants and birds would be lost	Please see the NTA's response to Issue 4 in this report
NTA-C9-707	Heavy road works 10ft from my front door	Please see the NTA's response to Issue 8 in this report
NTA-C9-707	The Bus Connects Cork proposal to carve up communities right across the city, irreparably scarring neighbourhoods The challenge to transport large numbers of commuters from the outer suburbs, satellite towns and the wider county/region at the expense of city residents, neighbourhoods and communities is short sighted.	Please see the NTA's response to Issue 4 in this report
NTA-C9-707	Devaluation of my property	Please see the NTA's response to Issue 7 in this report
NTA-C9-707	The proposed Maryborough to City Transport Corridor and the overall Bus Connects Cork process from the plan design to "consultation" has displayed neither expertise nor competence and has undermined any public confidence in the planners, designers, engineers, managers and promoters of the project.	Please see the NTA's response to Issue 11 in this report
NTA-C9-707	Ground disturbance and subsidence risks	Please see the NTA's response to Issue 7 in this report
NTA-C9-707	Walks to visit family and friends, services and facilities e.g. post office, doctor, convenience shops, pharmacy, dentist, schools, swimming pool, parks, etc. in Ballinlough would be rendered unsafe and unpleasant The increased traffic on streets and roads adjoining the Douglas Road would add to the journey stress throughout the day and create absolute chaos during school drop and pick up times (>5,000 students) Older neighbours would become invisible	Please see the NTA's response to Issue 3 in this report
NTA-C9-707	I have seen no evidence of transport modelling, journey/destination studies, etc. Has any current data informed the Bus Connects Cork proposal?	Please see the NTA's response to Issue 1 in this report
NTA-C9-709	I cannot see how a main artery to the city from the very large suburbs of Douglas/Rochestown and beyond can be made one way as this is going to drive huge volumes of traffic into small residential side streets such as Cross Douglas Road and Wallace's Avenue.	Please see the NTA's response to Issue 2 in this report
NTA-C9-709	Removing existing trees and gardens and replacing them with a large number of very wide concrete footpath seems such a shame and a poor environmental decision and will make living in these areas much less appealing resulting in fewer people living close to the city if these plans proceed	Please see the NTA's response to Issue 4 in this report
NTA-C9-709	If the current plan goes ahead anyone who lives at the intersection of Ballinlough Road and Douglas Road e.g. in Marble Hall Park will have to take an environmentally unfriendly circuitous route for every trip to/from home in a one way loop which looks entirely impractical.	Please see the NTA's response to Issue 1 in this report
NTA-C9-709	Removing existing trees is a poor environmental decision	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-711	The proposed plan for the Douglas Road will change the road beyond recognition. All the old walls, trees and gardens will disappear with the widening of the road and we will lose the ease with which we can walk to schools, shops and Douglas Village.	Please see the NTA's response to Issue 4 in this report
NTA-C9-711	All the old walls, trees and gardens will disappear with the widening of the Douglas road	Please see the NTA's response to Issue 4 in this report
NTA-C9-711	All the old walls, trees and gardens will disappear with the widening of the Douglas road	Please see the NTA's response to Issue 6 in this report
NTA-C9-714	The proposal states that vehicular access will be maintained to all houses, but how can access be maintained if the traffic volume is high and the narrow stretch of road does not allow for cars to stop, even temporarily. It will be extremely difficult to access houses.	Please see the NTA's response to Issue 2 in this report
NTA-C9-714	the plans to reverse the traffic flow on the Ballinlough Road from its junction with Bel Air to the Douglas Road junction, making it one way only towards the city will result in large volumes of traffic being sent down a very narrow stretch of road that could possibly not carry such volumes of traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-714	our neighbourhood is facing increased noise and air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-714	By removing all on-street parking, is it expected that residents give up their cars in order to facilitate people transiting through our area by car This will be problematic for all residents who need car parking spaces for visitors, home help or other supports.	Please see the NTA's response to Issue 5 in this report
NTA-C9-714	The plans to reverse the traffic flow on the Ballinlough Road from its junction with Bel Air to the Douglas Road junction, making it one way only towards the city will transform a currently lovely and quiet neighbourhood with a nice community feel into a busy area	Please see the NTA's response to Issue 4 in this report
NTA-C9-714	The plans to reverse the traffic flow on the Ballinlough Road from its junction with Bel Air to the Douglas Road junction will also negatively impact property values.	Please see the NTA's response to Issue 7 in this report
NTA-C9-714	the focus with the Busconnect plan is how to better manage large volumes of traffic, taking down mature trees in the process.	Please see the NTA's response to Issue 4 in this report
NTA-C9-714	The plans to reverse the traffic flow on the Ballinlough Road from its junction with Bel Air to the Douglas Road junction, making it one way only towards the city would make one fear for the safety of children, our senior members of the community and the vulnerable	Please see the NTA's response to Issue 3 in this report
NTA-C9-716	Objection to creating additional traffic on the other streets	Please see the NTA's response to Issue 2 in this report
NTA-C9-716	Beautiful Cork has a lot of historical places and streets and it's up to people to keep this history alive!	Please see the NTA's response to Issue 4 in this report
NTA-C9-716	Objection to removing the parking spaces,	Please see the NTA's response to Issue 5 in this report
NTA-C9-716	Objection to destroying mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-716	Those plans, do not consider the primary school Eglantine, on Douglas road and the two secondary schools, that will be affected as well. How are parents supposed to access the school?!	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-721	Objection to proposal due to impossible vehicular access to our dwellings	Please see the NTA's response to Issue 2 in this report
NTA-C9-721	Objection to proposal due to constant heavy traffic with a national school just 200 yards away.	Please see the NTA's response to Issue 2 in this report
NTA-C9-721	No no no to this insane proposal which directly affects us and our lovely peaceful terraced neighborhood	Please see the NTA's response to Issue 4 in this report
NTA-C9-721	Objection to proposal due to noise and air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-721	Objection to proposal due to residency parking withdrawal	Please see the NTA's response to Issue 5 in this report
NTA-C9-722	I wish to voice my objections to Bus Connects plans/proposals to reverse the traffic flow on this road from its junction at Bellair to the Douglas Road junction in order to facilitate the delivery of a bus corridor on the Douglas Road. will vastly increase the flow of traffic down this narrow road, a road which was never intended to carry such volumes of traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-722	It is quite clear from these proposals that people transiting through our road are being given priority over the residents	Please see the NTA's response to Issue 9 in this report
NTA-C9-722	excessive noise and vibration issues will be a major concern	Please see the NTA's response to Issue 4 in this report
NTA-C9-722	ALL ON-STREET car parking is to be removed completely along the entire length of this proposed "reversed" route to facilitate the massive increase in traffic including commercial vehicles and traffic for St. Finbarr's Hospital -Already parking is at a premium here.	Please see the NTA's response to Issue 5 in this report
NTA-C9-722	houses are in very close proximity to the road edge and with the increased domestic and commercial heavy duty traffic, excessive noise and vibration issues will be a major concern and this will seriously negatively impact our property values.	Please see the NTA's response to Issue 7 in this report
NTA-C9-726	The proposal for another bus corridor from Douglas into the city includes plans to bring the traffic up off the Douglas Road through Bellair and hence provide a potentially life endangering experience for the children, parents and staff of our Lady of Lourdes N.S. on the corner of the Ballinlough Road and Bellair.	Please see the NTA's response to Issue 3 in this report
NTA-C9-727	Plans to introduce one-way flows on the Douglas Rd and in the village itself need to outline where the displaced inbound traffic should go instead. (Well Rd, Belair, Wallaces Ave?) Do all the bus routes go through East Douglas St? What about inbound? Where do the bus routes go from Fingerpost R'bout. Removing a roundabout for a signalized junction has not been an improvement - in fact traffic now backs up onto the link road. For this reason I am sceptical that removing the Fingerpost roundabout and replacing it with a signalized junction will be an improvement.	Please see the NTA's response to Issue 2 in this report
NTA-C9-727	Fingerpost roundabout is a local landmark and any plans to relocate it should be shared.	Please see the NTA's response to Issue 4 in this report
NTA-C9-728	If the plan for the Maryborough to City connect is implemented it would affect the ability of residents to gain access to their properties or deny them the ability to leave their properties by car in a timely fashion.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-728	If the plan for the Maryborough to City connect is implemented it would cause severe traffic jam	Please see the NTA's response to Issue 2 in this report
NTA-C9-728	Also the inability of the emergency services to gain access in a timely manner could lead to unnecessary damage to properties and hinder medical aid to be administered to anybody unfortunate enough to require it.	Please see the NTA's response to Issue 3 in this report
NTA-C9-731	Re-routing the Douglas Road traffic through residential parks will cause large amounts of congestion. These residential areas are not equipped for the level of traffic that would be diverted through them.	Please see the NTA's response to Issue 2 in this report
NTA-C9-731	Destruction of 200 year old historic stone walls due to widening of Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-731	I believe the route chosen has the most negative effect on the local environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-731	The schools on Douglas Road also host many after school and evening activities, making important contributions to the health and wellbeing of the local community.	Please see the NTA's response to Issue 1 in this report
NTA-C9-731	The schools on Douglas Road also host many after school and evening activities, making important contributions to the health and wellbeing of the local community. The proposals have far too significant an impact on the Douglas community	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-731	Extra lanes on Douglas Road destroying large amounts of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-731	Douglas Road provides access to 4 schools (3 primary and 1 secondary), namely Eglantine, Our Lady of Lourdes, St Anthony's and Regina Mundi. It is vital that parents are able to safely drop their children to school in the event that they are unable to walk / cycle to school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-733	Using Bernadette and/or Carrigeen Park to take traffic from Link Road to St. Finbarrs Hospital via Lower Ballinlough Road would be dangerous. Too much traffic too little space and connectivity. Corners too narrow for constant traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-733	Belair cannot take the amount of traffic envisioned.	Please see the NTA's response to Issue 2 in this report
NTA-C9-733	No Parking provisions for vehicles on Douglas and Ballinlough Roads, Bernadette Way and Carrigeen Park	Please see the NTA's response to Issue 5 in this report
NTA-C9-733	Constant traffic on these roads will impact foundations of the old houses	Please see the NTA's response to Issue 7 in this report
NTA-C9-749	I am appalled at the plans to widen the Douglas Road further	Please see the NTA's response to Issue 4 in this report
NTA-C9-749	a highway cutting through the middle of our community	Please see the NTA's response to Issue 4 in this report
NTA-C9-749	It will also remove some of the only green space and mature trees in the Douglas/Ballinlough area.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-749	This includes buses which travel frighteningly fast and close to the footpath We need speed ramps to protect pedestrians	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-755	Re-routing the Douglas Road traffic through residential parks will cause large amounts of congestion. These residential areas are not equipped for the level of traffic that would be diverted through them	Please see the NTA's response to Issue 2 in this report
NTA-C9-755	Believes the route chosen has the most negative effect on the local heritage and would cause unnecessary upheaval, destroying large amounts of gardens and 200 year old historic stone walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-755	Additionally, the Douglas Road provides access to 4 schools (3 primary and 1 secondary), namely Eglantine, Our Lady of Lourdes, St Anthony's and Regina Mundi. It is vital that parents are able to safely drop their children to school in the event that they are unable to walk / cycle to school.	Please see the NTA's response to Issue 5 in this report
NTA-C9-755	The proposals have far too significant an impact on the Douglas community, they are unnecessary, don't solve the issue at hand due to their impact on accessibility to parking for schools school parking and there are far greener alternatives that could be explored	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-755	Would destroy a large amounts of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-758	Does not agree with the plan to re-route traffic by a school near Bellair and Wallaces Avenue as it lacks infrastructure	Please see the NTA's response to Issue 2 in this report
NTA-C9-760	This project, while causing huge damage to the environment and hurt, fear anger and stress in the community is surely not the best or the most cost effective way of achieving the stated aims, rather introduce low fare initiative	Please see the NTA's response to Issue 12 in this report
NTA-C9-760	The removal of sections of gardens, the felling of many of the mature trees and the destruction of habitats and the plant animal and bird life which they presently support will have a negative impact on the environment and those that live in the area. The increased traffic and construction will have effects on noise and air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-760	The felling of many of the mature trees which now grow there will damage the environment and impact the entire region and it's residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-760	Some consideration could be given to the creation of a ring of these at strategic entrance points to the city with a free shuttle bus service to the center. At the same time introduce a Congestion charge for drivers who insist on continuing to use their cars to drive into the city. This would spare the confrontation and opposition the present proposal has and will increasingly arouse	Please see the NTA's response to Issue 12 in this report
NTA-C9-771	Trees should not be removed on Douglas Road as this is an unfriendly environmental decision	Please see the NTA's response to Issue 4 in this report
NTA-C9-774	Traffic diversion from Douglas Road will create congestion in other areas	Please see the NTA's response to Issue 2 in this report
NTA-C9-774	Unacceptable to remove mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-777	Loss of this amount of green space is not supported by objective 6.5 of the Cork City Development Plan	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-777	The proposals for STC will hugely devalue our property. Planning authorities granted permission for our home less than four years ago with an important caveat to retain our boundary wall to guard against the negative impact of the removal of historic walls on the character of streetscapes, which will be removed in this plan	Please see the NTA's response to Issue 7 in this report
NTA-C9-777	Objective 6.5 of the Development Plan seeks to protect and enhance the City's existing trees and supports the retention of existing trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-777	A school bus drop/park and ride service could alleviate car congestion as there are 5000 pupils attending schools in the area	Please see the NTA's response to Issue 12 in this report
NTA-C9-777	The maps that were sent are outdated and don't include current home with extension of the footprint to the front. The measurements are also inaccurate. This is causing undue stress	Please see the NTA's response to Issue 6 in this report
NTA-C9-777	The 96 CPO's will have a significant impact on those people's lives	Please see the NTA's response to Issue 6 in this report
NTA-C9-777	the EIA Directive places the onus on the developer to set out a clear rationale for choosing an option that has more significant environmental effects than the alternative options considered. we do not find the summary presented in section 8.1.14 of the DRAFT Route 10 – Emerging Preferred Options Report June 2022 to be convincing in the context of the assessment carried out in preceding Tables 8-1 and 8-2. The preferred option, Option 10, is the least green option of the 10 routes analysed by Barry transport and one of the most expensive.	Please see the NTA's response to Issue 1 in this report
NTA-C9-785	The loss of parking as a result of the left turn at the top of Belair Estate onto the Lanninglough Road is not acceptable. This will cause further issues in the local area where parking is already an issue	Please see the NTA's response to Issue 5 in this report
NTA-C9-785	Taking traffic from Douglas Road to Boreenmana Road by Belair Estate will result in traffic bottle necks and put the safety of young children at risk	Please see the NTA's response to Issue 3 in this report
NTA-C9-790	Traffic diverted down side roads will increase congestion on roads not designed for extra car volumes, also resulting in changes to quality of life. On the Cross Douglas Road, city engineers refused calming strips because the vibrations could cause subsidence in the houses built in the 1800s. There was no traffic survey carried out and the traffic associated with local schools and St. Finbarrs hospital has not been considered	Please see the NTA's response to Issue 2 in this report
NTA-C9-790	Traffic diverted down side roads will cause increase noise, congestion and air pollution. Demolishing historic walls and trees will destroy an urban habitat which can't be replaced or restored	Please see the NTA's response to Issue 4 in this report
NTA-C9-790	Communication between the NTA and the public has been ill prepared	Please see the NTA's response to Issue 11 in this report
NTA-C9-790	Proposed route will increase the health and safety issues for young children, namely air and noise pollution.	Please see the NTA's response to Issue 3 in this report
NTA-C9-827	There has been no communication from the NTA regarding 'proposed new boundary/possible land acquisition'.	Please see the NTA's response to Issue 11 in this report
NTA-C9-845	Look into alternative means of providing public transport such as trams or perhaps a metro.	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-845	Creating bus gates and diverting traffic to narrow roads such as Wallaces Avenue, Ballinlough Road etc would cause huge chaos with school drop offs etc.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-845	Oppose the BusConnects plans due to the removal of old walls that give the area it's character	Please see the NTA's response to Issue 4 in this report
NTA-C9-845	Oppose the BusConnects plans due to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-845	Bus gates will force traffic down narrow roads. These roads are already challenged as is, especially at school drop off. I am scared for my children's safety when they are walking to school with the current traffic.	Please see the NTA's response to Issue 3 in this report
NTA-C9-850	There will be additional volumes of traffic on narrow streets, which will not be able to accomodate this	Please see the NTA's response to Issue 2 in this report
NTA-C9-850	Parking will be lost from Carrigeen Park, Boreenmanna Road and some sections of the Ballinlough Road, where parking is already short.	Please see the NTA's response to Issue 5 in this report
NTA-C9-850	What is proposed in this area means we will be essentially living between two highways - one on the Douglas Road and the other on Boreenmanna Road. Safety is paramount for all residents, be they young or old - in the area. There has been no consideration given to the safety of people living here. The proposal to divert traffic through Bellair and onwards to city through narrow residential streets has not been given adequate thought. Diverting all incoming city traffic from the Douglas Road through an area with a primary school and through a residential area with no provision detailed on maps for set down areas, safe crossings etc.	Please see the NTA's response to Issue 3 in this report
NTA-C9-851	Object to the diversion of constant traffic from the Douglas Road. The roads and house foundations will suffer as they were not built for this.	Please see the NTA's response to Issue 2 in this report
NTA-C9-851	I object to the removal of parking in our area	Please see the NTA's response to Issue 5 in this report
NTA-C9-852	Given the two reasonably wide footpaths that exist perhaps there is scope to allow for a one way cycle lane going from the city to Douglas, allowing cyclists to avoid High St but still cycle in safety?	Please see the NTA's response to Issue 12 in this report
NTA-C9-852	I currently cycle every day to work in town along the Douglas Road, Southern Road and onto Anglesea St into town. I have been cycling this route for years now and have noticed the increase in number of cyclists using this main artery into the city. The proposal to move cyclists from Southern Road to High St is not practical as it adds to the journey and incorporates a very steep road. If these changes are made I would continue to cycle home using Southern Road, regardless of what mode of transport it is intended for.	Please see the NTA's response to Issue 12 in this report
NTA-C9-859	There is only traffic in the Douglas area in the morning during term time. There are less cars during the summer. I believe that giving priority to buses/cyclists/pedestrians is not the answer. Car pooling and a school bus network would be a better investment.	Please see the NTA's response to Issue 2 in this report
NTA-C9-859	I do not agree with cutting down mature trees for the sake of a bus corridor.	Please see the NTA's response to Issue 4 in this report
NTA-C9-859	I do not agree with taking people's gardens for a bus corridor. I'd prefer to spend longer on the bus than rid of character.	Please see the NTA's response to Issue 6 in this report
NTA-C9-866	Old stone walls give character to the area and are home to some wildlife. What is being planned is an impersonal highway which will divide neighbours and make it more difficult for them to meet in the park. The Road gets busy for an hour in morning and evening. The rest of the day and evening it is a pleasant area to walk or jog	Please see the NTA's response to Issue 4 in this report
NTA-C9-866	I am opposed to the changes proposed for the Douglas Road as I don't think a proper environmental study has been done.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-868	Many people live near extensive bus route. The service should be improved as buses are late or do not appear.	Please see the NTA's response to Issue 10 in this report
NTA-C9-868	Object to removing parking from people who do not have access to off street parking will affect their ability to avail of facilities.	Please see the NTA's response to Issue 5 in this report
NTA-C9-868	Object to the potential acquisition of land at Fairy Garden. Its a section of the park, organised and maintained by volunteer community activists. Its an integral part of the park, used by young and older people alike.	Please see the NTA's response to Issue 6 in this report
NTA-C9-868	I have concerns regarding the part of the plans to site a bus gate at the junction of Belair and the Douglas Road, this means all traffic heading towards town from either Douglas or Rochestown will "run the gauntlet" past either Eglantine or Our Lady of Lourdes Schools. These schools have a combined pupil capacity in excess of 1000 pupils, all of whom are not lucky enough to live within walking distance of their respective schools. If the proposed layout was to come into effect, there would be serious concerns for these childrens safety.	Please see the NTA's response to Issue 3 in this report
NTA-C9-869	Object to the plans for road widening and are absolutely opposed to plans for the destruction of the local environment, built heritage, sense of community and people's quality of life, which the plans for the Douglas Road and our immediate locality are.	Please see the NTA's response to Issue 4 in this report
NTA-C9-869	Demolition of the historic walls and buildings located along the Douglas Road is irreversibly destructive and will not in any way enhance the special character of this old heritage road. The importance of the Douglas Road to not just the history of Cork, but to the architectural history of Ireland is recognised in the National Inventory of Architectural Heritage (NIAH). The Inventory currently contains twenty-six entries for properties along the Douglas Road. Objective 8.22 of the Development Plan states that the NIAH status will be taken into account when the Cork City Council is considering proposals for development that would affect the historic or architectural interest of these structures.	Please see the NTA's response to Issue 4 in this report
NTA-C9-869	The Douglas Biodiversity Action Plan outlines the range of plant and animal life in the region. In our particular locality, we have several mature trees, hedgerows and walls, where a plethora of plant and insect life reside. The route chosen by the route analysis will be the most environmentally destructive, which is unacceptable given one of the core underpinning policies of the BusConnects Plan is the Climate Action Plan.	Please see the NTA's response to Issue 4 in this report
NTA-C9-869	Access to nature and social connection have a recognised positive impact on mental health and wellbeing. A bus corridor does nothing to promote a sense of community to easy access to social interaction. The increased risk of subsidence, sinkholes and flooding in the area from the construction process will add to stress along with the devaluation of property for all residents.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-869	A survey of the trees, hedges and herbs along the proposed bus corridor conducted by a Horticulturist on the road has counted 190 mature trees between the Bellair junction and Reeveswood that will be impacted. The carbon sequestering properties of mature trees cannot be replaced by new trees for generations if at all. They provide shading and decrease light pollution benefitting all residents in the locality and those that enjoy walking on the road. Removal of trees effects drainage in the region and together with the increase in concrete footprint will increase the risk of flooding	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-869	The threat of land acquisition should be the last resort for traffic management. We are of the view that the route is not essential and that our locality in particular, almost midway between Douglas Village and the City, does not struggle with traffic congestion at any time of day. Road widening is totally counter to plans to decrease car congestion and there are much less destructive ways to improve bus journey reliability.	Please see the NTA's response to Issue 6 in this report
NTA-C9-869	Residents who received land acquisition letters and consultation letters were upset by the lack of details, tight submission deadline and lack of consultation prior to receipt of same. The timing of the consultation period over the summer months was not experienced as helpful. The public document has been experienced as overstating the benefits and downplaying the negative effects. The draft document by Barry Transport has many errors, discrepancies and contradictions eg. one criteria failing a route on another road, the same issue on this road achieves a pass mark.	Please see the NTA's response to Issue 11 in this report
NTA-C9-869	We are supportive of plans to improve sustainable transport in the city, recognise the need to prioritise buses, improve cycling infrastructure and address car congestion. We are supportive of electric buses, park + ride, car-pooling, cashless fares and revamped fare and ticketing systems. We are supportive of working with existing road infrastructure to achieve more reliable bus times in rush hour eg. via traffic measures and enforcement, well-planned bus gates at rush hour, car-pooling, school buses, one-way systems, repurposing of existing road space etc	Please see the NTA's response to Issue 13 in this report
NTA-C9-874	At present on street parking is limited and any further depletion would result in much stress to residents. There are many elderly residents in my area of Ballinlough who avail of daily home help visits which would be severely hampered if parking becomes restricted or even non existent if these proposed changes come into effect.	Please see the NTA's response to Issue 5 in this report
NTA-C9-881	A road which does not appear to allow for such an extension in width which would be require quite a bit to cope with it's the increase of public and commercial traffic as an only point of access to the city.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-881	Houses are close to the road and increased traffic through the area will increase noise and pollution in an quiet residential area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-881	All local residents will have their parking facility removes, with no area in the near locality to relocate to.	Please see the NTA's response to Issue 5 in this report
NTA-C9-881	The increase in traffic will negatively impact property values in this road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-881	The increase of traffic outside a primary school is an increase in danger to young students.	Please see the NTA's response to Issue 3 in this report
NTA-C9-885	Opposed to the changes on Douglas Road as this will have a negative impact on the heritage with the removal of mature trees and old stone walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-885	I do not support changes to public transport and cycling when it affects local environment, homes and people's quality of life. Especially when there are alternatives.	Please see the NTA's response to Issue 9 in this report
NTA-C9-885	Removal of trees and old stone walls will have a negative effect on local environment. There are greener alternatives to improve bus transport.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-885	Removal of trees and old stone walls will have an impact on the local environment and heritage, and in turn have an effect on health and wellbeing.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-885	Oppose the changes on the Douglas Road because of the loss of mature trees. This will have a negative effect on health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-887	Traffic in the area has increased over the past few years as a one way system was introduced in another park nearby. The road is now a very busy main road and no longer a quiet residential area where kids could come and go safely. The plans you propose will encourage more traffic, which normally goes down the Douglas Road to the City , up the Well Road and through all the various parks off the Well Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-887	Object to impact construction will have on loss of trees. The trees which are well established and important to the area both environmentally and aesthetically.	Please see the NTA's response to Issue 4 in this report
NTA-C9-887	Children going to and from school, especially those walking or cycling, will not be safe as traffic does not observe speed limits and there are no safe areas for crossing roads etc.	Please see the NTA's response to Issue 3 in this report
NTA-C9-905	Access to Eglantine national school and Regina Mundi school on the Douglas Road has not been addresses.	Please see the NTA's response to Issue 2 in this report
NTA-C9-905	This route has the most negative environmental impact. It destroys many old stone walls and hundreds of mature trees. It would result in over 50 historic listed structures being interfered with. The Douglas Road would become a concrete jungle with noise pollution, air pollution and loss of shading for residents.	Please see the NTA's response to Issue 4 in this report
NTA-C9-905	Loss of parking and residents access to properties has not been addressed. There is mention of providing alternative parking at St Finbarrs Hospital but I fail to see where the large loss of parking on the Douglas Road and side roads would be provided.	Please see the NTA's response to Issue 5 in this report
NTA-C9-905	Object to the removal of trees due to negative environmental impact.	Please see the NTA's response to Issue 4 in this report
NTA-C9-905	Letters regarding CPO's from the NTA were only sent at the end of June with a very short consultancy period. Other residents only heard of the scale of the plans by word of mouth. I am concerned that there was no local input to the project and it contradicts the Cork City planning strategy. The maps are outdated and not to scale and therefore need to be reviewed.	Please see the NTA's response to Issue 11 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-905	There is already an issue with subsidence and the increased risk with construction process has not been taken into consideration.	Please see the NTA's response to Issue 7 in this report
NTA-C9-905	Diverted traffic from the Douglas Road via Belair would feed traffic directly past a national school. This narrow road is already congested at school drop off and pick up times and would propose a safety issue for small children.	Please see the NTA's response to Issue 3 in this report
NTA-C9-905	There does not appear to have been any traffic surveys carried out and therefore travel times are based on assumptions rather than fact.	Please see the NTA's response to Issue 1 in this report
NTA-C9-907	By erecting a bus stop in front of our house, my family have privacy concerns. Double decker buses will be stopping in front of our master bedroom and main living area.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-907	Concerned about noise disturbance due to travellers waiting for a bus service outside our bedroom and living area. There will also be noise pollution from bus services operating 24 hours a day.	Please see the NTA's response to Issue 4 in this report
NTA-C9-907	We have a concern regarding the negative impact to the value of our property with this proposal. Our home is one of the original modest 1920s properties on [personal information redacted] with access in very close proximity to the traffic lights at the Well Road junction and a large volume of traffic during peak times. The placement of a bus stop directly in front of our property will degrade the experience of living in this location and dissuade some potential buyers.	Please see the NTA's response to Issue 7 in this report
NTA-C9-907	Object to the plans to remove trees to make space for bus and cycle lanes. Propose that chicanes should be used, as car traffic will be removed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-907	Expect to see an increase in littering outside our property and in our hedge if the proposed bus stop is erected.	Please see the NTA's response to Issue 4 in this report
NTA-C9-908	I have concerns around the proposed left-turn ban from the south ring road (N40) to Douglas Road, at Well Road junction; This will result in increased U-turns at the Riverbank entrance and illegal left-hand turns off the south ring road onto Douglas road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-908	The proposed left-turn ban from the N40 south ring road to Douglas Road will increase illegal left hand turns off the N40 to Douglas road. As a resident very close to this junction, I see hourly illegal U-turns on Douglas Road at a dangerous and busy point of the road. Drivers are not put off these manoeuvres by the volume or intensity of traffic.	Please see the NTA's response to Issue 3 in this report
NTA-C9-909	As traffic will be diverted up Well Road, the increase of traffic on Douglas Road, which is already beyond capacity, will be hugely detrimental to the area. The roads in the Hettyfield area already have large potholes, poor footpaths and are sinking in places. Rerouting traffic from the Well Road will put further strain on the infrastructure. Traffic will put further pressure on the drainage and water systems in the area. Whatever is done on the Douglas road is not going to make any difference to the traffic approaching the village - as the village is a bottleneck. Whatever is done on the Douglas road is not going to alleviate the traffic approaching the city as the roads are so small and so narrow.	Please see the NTA's response to Issue 2 in this report
NTA-C9-909	The walls with their natural vegetation are literally part of the fabric of living here. They give the area its charm	Please see the NTA's response to Issue 4 in this report
NTA-C9-909	The increased noise pollution from traffic will have a negative impact on the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-909	Objection to the felling of trees on Skehard Road, Well Road and Douglas Road. The natural vegetation is part of the fabric of living here.	Please see the NTA's response to Issue 4 in this report
NTA-C9-909	No traffic surveys have been conducted in the formulation of this plan. Ordnance survey maps used to make this plan are out of date.	Please see the NTA's response to Issue 1 in this report
NTA-C9-909	The safety of children will be hugely compromised by increase in traffic.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-910	Flemings, Douglas Road Pharamcy will lose up to 1/3 of our parking spaces and this will have a huge negative viability on an essential medical service business.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-910	The one way system will have a huge impact on clients of Flemings, Douglas Road pharmacy. People coming from the Douglas area by car will have to negotiate a totally different route to get to us either via Ballinlough road or the South Douglas road. I do not think the Douglas Road has major traffic issues and this report does not show significant improvement in travel times.	Please see the NTA's response to Issue 2 in this report
NTA-C9-910	Object to the removal of historic stone walls and the impact on protected structures.	Please see the NTA's response to Issue 4 in this report
NTA-C9-910	The proposal is causing an enornous amount of stress and worry to many of the elderly in the area, particularly the CPO's and the changes to traffic movement.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-910	Object to removal of parking outside of Flemings, Douglas Road Pharmacy. Parking is essential for our elderly and infirm clients.	Please see the NTA's response to Issue 5 in this report
NTA-C9-910	This route is shown to destroy most trees and will have a worse impact on biodiversity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-910	Proposed land acquisition is causing community stress. I believe that the criteria for CPO is not met as the route is not essential and there are alternatives available.	Please see the NTA's response to Issue 6 in this report
NTA-C9-910	The maps are not to scale and many are inaccurate. The submission process is very hard to find and difficult to use.	Please see the NTA's response to Issue 1 in this report
NTA-C9-910	A lot of elderly in the area walk and it will be hazardous for them to negotiate crossing the corridor.	Please see the NTA's response to Issue 3 in this report
NTA-C9-913	While there are details of the basic road layout for the main routes, I see no layout or plan for the stretch of road linking the top of Bel Air along the Ballinlough road to where it joins up again with the main Douglas road, near the entrance to St. Finbarres. It would make more sense for cars to be parked (and I'm just talking about South View Terrace here) next to the actual houses, as a barrier to the inevitable increase in volume and size of traffic and vehicles that will be diverted along this route under this proposed plan. The road will also need to be designed in such a way so as to reduce speed of any traffic.	Please see the NTA's response to Issue 12 in this report
NTA-C9-913	The proposed route on the main Douglas Raod will divert traffic betwewen Belair junction and Ballinlough Road junction down narrow roads which already struggle to accomodate traffic. As it is, it is very much noticed in the houses when anything vaguely heavy drives past. What will it be like should this proposal go through and the traffic increases both in volume and includes a greater number of heavy vehicles? (As it is, larger vehicles avoid this road - thankfully - as it is not suitable to drive if you are any larger than a car or small van).	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-913	While there are details of the basic road layout for the main routes, I see no layout or plan for the stretch of road linking the top of Bel Air along the Ballinlough road to where it joins up again with the main Douglas road, near the entrance to St. Finbarres. Is parking to be removed from along this stretch? Where? Is this section of road going to be widened? Changed in some way?	No changes are proposed outside of what is shown on the drawings
NTA-C9-913	The increased traffic, especially that of large vehicles, will impact severely on both the health and the safety of those living along this route.	Please see the NTA's response to Issue 3 in this report
NTA-C9-917	Object to the removal of trees. It is generally accepted that the presence of trees supports positive mental health and well being.	Please see the NTA's response to Issue 4 in this report
NTA-C9-923	I cannot see how a main artery to the city from the south suburbs and beyond can be made one way as this is going to drive huge volumes of traffic into unsuitable narrow residential streets such as Wallace's Avenue, lower ballinlough road, Bernadette way etc. Using Bernadette and/or Castlegriena Park to take traffic from Link Road to St. Finbarr's Hospital via Lower Ballinlough Road would be dangerous as it's much too narrow and not designed to carry such a volume of traffic safely.	Please see the NTA's response to Issue 2 in this report
NTA-C9-923	The proposal to bring the traffic up off the Douglas Road through Bellair park is dangerous particularly for the children of Our Lady of Lourdes primary school (at the junction of Ballinlough Road and Bellair).	Please see the NTA's response to Issue 3 in this report
NTA-C9-927	Addition car traffic attracted to the area due to the dedicated car lanes allowing faster commuter option than previously available. This is in contrast to your plans to reduce car traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-927	Object to destruction of appearance of the area with removal of old walls and mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-927	Object to proposal due to increased noise and pollution levels.	Please see the NTA's response to Issue 4 in this report
NTA-C9-927	Douglas road is a community with high density of residents, schools, shops and services. Our community would be destroyed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-927	Object to destruction of appearance of the area with the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-927	Have safety concerns for all pedestrians wishing to walk to city centre, schools, shops, services. I have a particular concern for children going to school and crossing roads	Please see the NTA's response to Issue 3 in this report
NTA-C9-934	Proposal will result in an enormous increase in traffic flow through our park/estate as Hettyfield will be in the front line for all diverted traffic as a result of the no through road beyond Belair Estate. Since these proposals became public knowledge I have gone to the bother of driving the only 2 alternatives routes (to the Douglas Rd) at early morning peak traffic time. First, via Albert Rd turning right onto the N27. This is really not an option as the yellow box is totally ignored by traffic progressing south to north and the traffic lights are operating in favour of this traffic to the detriment of the traffic exiting off Albert Road. On the occasion that I did this route, once the traffic lights came into view I counted 7 changes of lights before I got anywhere near the junction to turn right. The second alternative is via Boreenmana Rd turning right onto the N27. I don't think this junction even has a yellow box and the very same comments would apply to this junction as per the previous junction. If you have a near disastrous situation with the current run there will be no words to describe the situation if the through road beyond Belair is closed permanently.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-934	Object to the removal of trees as there must be a better option. We know of 2 instances where memorial trees planted to commemorate a deceased loved family member will be lost.	Please see the NTA's response to Issue 4 in this report
NTA-C9-934	The amount of CPO's of personal property will be on an unparallel scale and will lead to an enormous amount of personal anguish and stress, not to mention the unmeasurable mental health issues that may result from these CPO's.	Please see the NTA's response to Issue 6 in this report
NTA-C9-939	I also take issue with the proposed STC for the following reasons: The plan Underestimates costs and impacts <input checked="" type="checkbox"/> Overestimates the benefit of the STC <input checked="" type="checkbox"/> Is critically flawed due to lack of detail i.e. it is under specified. <input checked="" type="checkbox"/> Appears to be critically different to the STC outlined at design stage where the possible routes were analysed and preferred routes selected.	Please see the NTA's response to Issue 9 in this report
NTA-C9-939	If the dedicated bus section from Paddy the Farmers to Belair is to be retained then consideration is given to moving the Belair Bus gate closer to the city e.g. inside of Old Ballinlough Road or to the Bridge over N27. This becomes an effective cul de sac ('quiet street') so no city bound commuters will enter. No dedicated Bus lanes are required for this short section. Just cycle lanes and 2 carriageways. This small change to inward traffic greatly alleviates the negative impact on residents, shops and the hospital. Outbound journeys are unaffected by this change. Overall, it is low cost with high return. See Appendix 3 below Adequate parking close to resident's homes is incorporated as a design goal. More detailed analysis is carried out on costs and detrimental impacts Mitigation and compensation is used appropriately An independent overview and/or appeals process is established to balance the needs of the transport with the needs of residents and businesses.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-939	The loss of parking proximate to my home is the most egregious aspect of the proposal. Besides making it difficult to access my property, it is a clear devaluation of my property. To park my car in the proposed alternate location requires me to loop over [personal information redacted] around the old Ballinlough Road due to the proposed introduction of a one way system. This is totally contrary to good design principles, and reveals the disregard the planners have for local residents and the negative impacts of their STC proposal. I argue the proposed transport corridor effectively abandons of the principles of the Design Manual for Urban Roads and Streets (DMURS) 2019.	Please see the NTA's response to Issue 5 in this report
NTA-C9-942	Public transport travels freely along the Douglas Road, unless there is an issue on the Link Road, which results in traffic being diverted through the village and along the Douglas Road, and vice-versa.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-942	If this proposal was to go ahead my journey time would increase, and I would end up burning even more car fuel, as I would have to travel a much more convoluted route and end up in traffic snarls that your proposal WILL create, as a result of the traffic flow, bus corridors and toucan crossings you are proposing.	Please see the NTA's response to Issue 2 in this report
NTA-C9-942	My home is designed to provide my bathroom and sleeping facilities to the front. If this proposal goes ahead, it will have a significant impact on my health and wellbeing for the duration of the construction, due to the noise pollution arising from heavy machinery. Beyond the construction phase, access to my home will continue to be negatively impacted upon and will continue to be a source of considerable danger to me.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-942	Such lengthy construction would impact the access to my home, making it unsafe to enter or egress, by foot or by car.	Please see the NTA's response to Issue 8 in this report
NTA-C9-942	Object to proposal due to impact changes will have on devaluing property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-942	Object to the removal of trees as they contribute to wellbeing and general health, as well have reducing greenhouse effect and lend a hand with air pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-942	I received no official notice of a proposal, even though it will have major disruptive consequences fro me and an adverse effect on the structure and value of my residence. The consultation process lies far outside of the definition of a consultation. Booklets are difficult to decipher and suggests you are further down the planning process than you are admitting. The so called, public meeting in July at Nemo Rangers, was also a disgrace, the signal for the display screen kept breaking down resulting in the loss of visuals while I was trying to point out my concerns and get answers. In addition, now there is a suggestion that you will only publish submissions that have been submitted online, suggesting to me that you will invoke selective hearing rather than facilitating free voice through various modes of communication and publishing the views of same.	Please see the NTA's response to Issue 11 in this report
NTA-C9-942	Concerned that this proposal will have serious implications for foundations and structure of my house.	Please see the NTA's response to Issue 7 in this report
NTA-C9-944	Access issues for schools and local hospitals (St Finbarr's, the South Infirmary)	Please see the NTA's response to Issue 2 in this report
NTA-C9-944	• I would suggest that your look at the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking i.e.. that they work within the current constraints of the road e.g. with traffic measures. A one way loop with the South Douglas Road might work for instance	Please see the NTA's response to Issue 12 in this report
NTA-C9-944	We are very concerned with the proposed traffic diversions and their impact on our home. Rerouting traffic from Douglas Village will mean the surrounding roads coming from South Douglas Road onto the Douglas Road will create rat runs in the morning as parents bring their children to schools in the area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-944	Recorded protected structures on the road. Historic stone wall boundaries. Approx 50 recorded structures on the National Monuments Archiv. e Route chosen worst for visual landscape and character	Please see the NTA's response to Issue 4 in this report
NTA-C9-944	Having buses pass so close to our house will increase air, light and noise pollution. There will also be an increase in air pollution due to construction process, extra buses, loss of trees and impact on biodiversity. This route scores joint worst for impact on biodiversity and is not an environmentally sound option. It is one of the last green urban corridors in cork. It would be a loss of an attractive and soothing visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-944	Health and Wellbeing concerns and stress of CPO are weighing on us having just spent the past 2 years building our new home	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-944	The construction process itself will be very disruptive. Dirt and noise outside pir front door for months impacting our ability to work from home, enjoy our outside area space as a family and our childrens ability to play outside safely.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C9-944	I am also very concerned that my new home will now be devalued due to being on 17 metre wide road with reduced parking, reduced outside space, access issues, so close to the road and buses right outside our bedroom window and looking into our kitchen as they pass by. Who will pay for the blinds that we will need to protect our privacy and that of our children?	Please see the NTA's response to Issue 7 in this report
NTA-C9-944	Light pollution and loss of shading via loss of mature trees, particularly of our neighbours beautiful trees straight across the road that we look out on and now can enjoy daily. This route removes the most trees out of 10 looked at. Replacement trees will not replace like with like (carbon sequestered by mature trees).	Please see the NTA's response to Issue 4 in this report
NTA-C9-944	We have also spent a lot of money on our wall, gates and landscaping outside and are concerned about impact on that. Where now will we keep our bins? Under the proposed changes, we would lose the space we have for our bins	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 6 in this report
NTA-C9-944	We planned the outdoor space carefully when building our house. Planning permission was strict and we were only allowed build a 3 meter entrance. We have a small front and rear garden. We are shocked by the CPO and that we were not advised about the bus corridor during the planning stages. I believe that the criteria for a CPO is not met because: The route is not essential and there are alternatives available e.g. one way loop	Please see the NTA's response to Issue 6 in this report
NTA-C9-944	I didn't receive a letter about this and had to hear from my neighbour. There was a tight deadline which was during summer. Letters were only sent to homes with CPOs but I didn't get one. I had to change my holiday plans to attend the meeting in Nemo in July to find out that there would be 2 meters coming off my property. <ul style="list-style-type: none"> • Short ad in newspaper or advertising flyer late August did not highlight any local issues • Website long and convoluted and submission process is difficult to find and not completely straightforward • Maps are not to scale and out of date. • Contrary to CMAT, Cork City Cycling Plan and DLUTS plan • Public document mostly marketing materials with journey times before and after not using similar measurements • Draft document by Barry Transport has many errors in it • Table comparing 10 routes fails some sections for the same criteria that it passes this route. Conclusions reached don't always match their own methods/results Traffic surveys were not carried out in advance	Please see the NTA's response to Issue 11 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-944	High risk area for subsidence and sinkholes. This risk will be increased by the construction process and will have to take place.	Please see the NTA's response to Issue 7 in this report
NTA-C9-944	We are extremely concerned now about the impact this will have on our ability to park our cars in our driveway and get in and out of our property safely with a very busy bus lane right outside our gate. Having buses pass so close to our house will cause huge concern for privacy. We have young children and are concerned about how the widening of the road will impact their ability to call up and down the road to friends.	Please see the NTA's response to Issue 3 in this report
NTA-C9-948	Object to the inevitable re-direction of traffic on to some of the estate roads adjoining the Douglas Road and Southern Douglas Road as a consequence of proposed re-directed route. Object to the re-designation of some estate roads to facilitate a two-way traffic flow. E.g. Woodview. Object to A serious interference with the rights of parents/guardians to be able to drive and collect children from the schools.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-948	The geology of Cork has been expressed notably on Shandon Steeple. Two sides of Old Red Sandstone and the others of Limestone. Stonemasons have moulded their craft with the extraordinary quality of Cork Limestone and produced magnificent Estate boundary walls. In the case of Douglas, three such estates - Villa Nova, Knockrea and Woolhara – expressed great pride in times past in ensuring that their walls complemented the geology of the area. The present-day householders have expressed an even more notable pride, and at significant cost, in retaining and maintaining those historic masterpieces that are admired by locals and visitors alike.	Please see the NTA's response to Issue 4 in this report
NTA-C9-948	Object to disruption to animal and insect life within the green areas and trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-948	Proposal has caused very significant stress and anxiety to local residents. The consequential impact, if implemented, would be enormous to residents in their day-to-day lives and living.	Please see the NTA's response to Issue 1 in this report
NTA-C9-948	The removal of resident's parking spaces and their re-location to St. Finbarr's Hospital is most certainly unworkable for the majority.	Please see the NTA's response to Issue 5 in this report
NTA-C9-948	There are serious implications in terms of a devaluation in the value of property, land and also taxation implications for the owner/s in the case of CPO. There are new legal requirements for residents who currently offer their property for sale to notify any potential buyer of your proposals resulting, no doubt, in a lack of interest by a potential purchaser, and/or a lowering of the value of the said property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-948	Object to the destruction of mature trees, shrubs and herbs	Please see the NTA's response to Issue 4 in this report
NTA-C9-948	The inclusion of five Toucan crossings must surely have the potential to cause significant traffic delays on the Douglas road where currently the traffic flows freely, is often usually light throughout the day and the only delays for a motorist or bus occur within Douglas Village and the Junction at the Fly-over and the Well Road.	Please see the NTA's response to Issue 9 in this report
NTA-C9-948	Presentation does not produce a statistic pertaining to the current numbers using buses from each of these destinations and couldn't have taken into account the size of the actual working population using buses and those that are now working remotely as a consequence of the pandemic and which will continue into the future.	Please see the NTA's response to Issue 11 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-948	In my experience the journey takes no more than 20 minutes and that is generous and allowing for hold-ups in the Douglas village or at the traffic lights at the Well Road junction. Presenting a figure for the year 2040 as being 40 minutes is outrageous. Perhaps you will share such research with the residents.	Please see the NTA's response to Issue 1 in this report
NTA-C9-948	Object to the potential damage to the property due to heavy roadworks, as Douglas Road is in a subsidence sensitive area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-948	On examining your document (Page 19) it is quite evident that there is a serious error in what has been presented to the Douglas Road community as facts. You state that approximately 87 trees may be removed. In my professional opinion (B.AgrSC. (Hort) where I conducted in-depth survey of only those trees bounding the walls I have a count of 190 and this does not include all of the other mature trees contained within the individual garden boundaries that could fall foul of your proposals. You have made no reference to two very rare Mature trees (Fern-leaved Beeches) that are included for felling.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-956	The removal of existing road parking for people with no other option will generate new problems around an increased level of non-resident parking in already busy on-road resident parking areas. In particular there will be more people parking on the road in Bellair.	Please see the NTA's response to Issue 5 in this report
NTA-C9-959	I am a avid GAA enthusiast who regularly attends matches in Pairc Uí Rinn and Pairc Uí Chaoimh. The proposed changes will have negative consequences for spectators who intend to use the Boureenmanna Road. I regularly cycle to matches and the proposed changes will create new challenges which I will have to face.	Please see the NTA's response to Issue 3 in this report
NTA-C9-959	There are ten schools along the Douglas road and off the local side roads, catering for over five thousand pupils and their teachers. Access to these areas will cause further disruption and the current proposal fails to integrate with the needs of these community services.	Please see the NTA's response to Issue 2 in this report
NTA-C9-959	Small quiet side roads will become short cuts for non-local residences, as the current traffic is forced onto a reduced number of roads to get through this area. People will drive miles out of their way to avoid traffic jams, in an attempt to make progress to their destination - and that way will be to traverse across the proposed bus collider via small local community estates and parks along the Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-959	The removal of unique historical stone walls will have a negative impact on the environmental beauty of this area. Noise pollution is dampened by the existence of stone walls that are there today.	Please see the NTA's response to Issue 4 in this report
NTA-C9-959	The removal of existing on road parking for people with no other option will generate new problems around an increased level of non-resident parking in already busy on-road resident parking areas. In particular there will be more people parking on the road in Bellair.	Please see the NTA's response to Issue 5 in this report
NTA-C9-959	The removal of mature trees will have a negative impact on the environmental beauty of this area. Noise pollution is dampened by the existence of plants, gardens, and trees that are there today. The removal of these trees will decrease the amount of habitats in the surrounding area which will in turn damage the biodiversity in our community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-963	Removal of car parking will greatly impact accessibility for wheelchair users, elderly and those who require healthcare visitors and carers.	Please see the NTA's response to Issue 2 in this report
NTA-C9-963	The traffic flows quite well on most of the Douglas Road and there are plenty of buses and bikes using it all the time. A bus corridor through our community must not be the answer to a non-existent problem. Dedicated bus lanes all the way up the Douglas Rd will do nothing to alleviate gridlock in Douglas Village.	Please see the NTA's response to Issue 9 in this report
NTA-C9-963	Elimination of all on-street residents' parking between Belair and St. Finbarr's Hospital to make room for 2 dedicated bus lanes and 2 bike lanes is unacceptable. The removal of parking will impact the quality of life for most people living on the road.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-963	Opposed to the changes on the Douglas Road, in particular the section between Belair and St. Finbarr's Hospital. The loss of gardens, parking spaces, and road safety will damage quality of life and peace of mind.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-963	The loss of mature trees will cause great distress to the homeowners and impact the wellbeing of the whole community. The proposal for a tiny 'city park' at the top of High Street is a very poor substitute.	Please see the NTA's response to Issue 4 in this report
NTA-C9-963	The loss of gardens will not only cause great distress to the affected homeowners, it will also impact the well-being of the whole community, as these gardens and trees enhance the road so many call home. The proposal for a tiny 'city park' at the top of High Street is a very poor substitute.	Please see the NTA's response to Issue 6 in this report
NTA-C9-966	There will be access issues for schools and local hospitals	Please see the NTA's response to Issue 2 in this report
NTA-C9-966	I would suggest that you look at the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking i.e. that they work within the current constraints of the road e.g. with traffic measures. A one way loop with the South Douglas Road might work for instance	Please see the NTA's response to Issue 12 in this report
NTA-C9-966	<ul style="list-style-type: none"> We are also very concerned with the proposed traffic diversions and their impact on our home. Rerouting traffic from Douglas Village will mean the surrounding roads coming from the South Douglas Road onto the Douglas Road will create rat runs in the morning as parents bring their children to the schools in the area, which are located very close to our home. Specifically Tramore Lawn right across the road from us 	Please see the NTA's response to Issue 2 in this report
NTA-C9-966	<ul style="list-style-type: none"> Recorded protected structures on the road Historic stone wall boundaries Approx 50 recorded structures on the National Monuments Archive Route chosen worst for visual landscape and character 	Please see the NTA's response to Issue 4 in this report
NTA-C9-966	There will be increased air pollution due to construction process, extra buses, loss of trees and impact on biodiversity. Increased light pollution and loss of shading via loss of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-966	Health and Wellbeing concerns and stress of CPO are weighing on us having just spent the past 2 years building our new home	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-966	The whole Construction process itself will be very disruptive – dirt and noise outside our front door for months impacting our ability to work from home, enjoy our outside space as a family and our children's ability to play safely outside. It will increase air pollution.	Please see the NTA's response to Issue 8 in this report
NTA-C9-966	Extremely concerned about the impact this proposal will have on our ability to park our cars in our driveway and get in and out of our property safely with a very busy bus lane right outside our gate	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-966	I am very concerned that my new home will now be devalued due to being on 17 metre wide road with reduced parking, reduced outside space, access issues, so close to the road and buses right outside our bedroom window and looking into our kitchen as they pass by. Who will pay for the blinds that we will need to protect our privacy and that of our children?	Please see the NTA's response to Issue 7 in this report
NTA-C9-966	This route destroys the most trees. The replacement trees will not replace like with like (carbon sequestered by mature trees). Light pollution and loss of shading via loss of mature trees, particularly of our neighbours trees straight across the road that we look out on and now can enjoy daily	Please see the NTA's response to Issue 4 in this report
NTA-C9-966	Recently built house, at no stage in the planning process was it advised to us that this Bus Corridor was coming down the tracks. Had we known that, we would have designed our house and driveway completely differently. Planning permission was strict and we were only allowed build a 3 meter entrance. We have a small turning space at the front to allow us drive in and reverse our cars around to face back out onto the Douglas Road and safely exit. We have a very small outside space to the back just enough for a table and chairs for the summer and this was a stipulation of planning also.	Please see the NTA's response to Issue 6 in this report
NTA-C9-966	<ul style="list-style-type: none"> • I didn't receive any letter regarding this whatsoever and only heard about it from a concerned neighbour • Those who did get a letter received it in summer post COVID with tight deadline for submissions while people were away on holidays. This comes across very sneaky. • Letters were apparently only sent to homes with CPOs, and at that, I didn't receive one and had to change my holiday plans to attend the meeting in Nemo in July to find out that there would be 2 meters coming off my property! All other residents hearing of scale of plans via word of mouth or local residents • Short ad in newspaper or advertising flyer late August did not highlight any local issues • Website long and convoluted • Submission process is difficult to find and not completely straightforward • Maps not to scale • Maps out of date – several new houses since maps that were used including ours are not on the maps • Public information sessions in middle of summer – five corridors per session, non-specific information shared with residents • Traffic surveys not carried out in advance • Extra lanes on Douglas road will not solve traffic congestion in Douglas Village • Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plan • Public document mostly marketing materials with journey times before and after not using similar measurements • Draft document by Barry Transport has many errors in it • Table comparing 10 routes fails some sections for the same criteria that it passes this route. Conclusions reached don't always match their own methods/results 	<p>Please see the NTA's response to Issue 11 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-966	The area is already a high risk of subsidence and sink holes, and this will be increased by the construction process.	Please see the NTA's response to Issue 7 in this report
NTA-C9-966	Our bedroom window is at the front of the house and already close to the road, If we lose 2 meters of our property, the buses will be extremely close to our window	Please see the NTA's response to Issue 3 in this report
NTA-C9-967	Object to bus gate as it will prevent on street parking	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-967	there is a lot of history dating back hundreds of years which will be destroyed from our beautiful neighbourhood and community. I have an old Limestone wall running from the front side of my property and running running right through the property and into Bellair which possible dates back to the 1800's this will be destroyed and removed under the proposed plans.	Please see the NTA's response to Issue 4 in this report
NTA-C9-967	The removal of trees and destruction the construction will cause will damage the environment. The NTA stated this will be better for the environment, but when asked at the meeting in NEMO if they had calculations to support it being better for the environment and a reduction in carbon emissions they said they had no supporting evidence or calculations to support this statement.	Please see the NTA's response to Issue 4 in this report
NTA-C9-967	Object to proposal as it will have negative impact on mental health and wellbeing. I will no longer be able to go kayaking or camping or family visit, the fact I can't do a weekly shop. I love going for evening walks on the Douglas Rd, the beautiful heritage and trees will all be removed and affect my well being. I'm already stressed and spent a lot of money to clear earth from my land and paid for engineers and architects to have just received planning for an extension prior to the NTA's plan. Which I've now put on hold with the uncertainty that this has caused.	Please see the NTA's response to Issue 1 in this report
NTA-C9-967	noise and dust pollution during the construction phase will be poor for health and I will want to see what controls are in place to mitigate against this	Please see the NTA's response to Issue 8 in this report
NTA-C9-967	My parking will be removed from the front of my land. The offer of parking in St Finbarrs alongside removal of my parking will cause me massive problems in both my life and work. I have a regional role for Ireland don't get back until the early hour of the mornings. Having to walk from St Finbarrs will cause me musculoskeletal issues and will increase security risk carrying my laptop and personal luggage. It will not be possible to carry shopping or luggage after holidays home from St Finbarrs. I go kayaking every weekend, and camp during the summer. How will I get my equipment to my car from my house. My family will not be able to visit as they cannot park. How will I extend my kitchen which I already have planning permission for.	Please see the NTA's response to Issue 5 in this report
NTA-C9-967	this area is very prone to subsidence and the mass construction in area could have the potential to cause subsidence at my property which is already almost not insurable against subsidence.	Please see the NTA's response to Issue 7 in this report
NTA-C9-972	No 3 by changing the flow of traffic you are reducing passing trade and making it more difficult for regular customers to use the business thus putting our jobs at risk. I would ask you to reconsider this proposal .	Please see the NTA's response to Issue 2 in this report
NTA-C9-972	No 2 knocking down very old historic walls and buildings. Ruining Douglas Rds character.	Please see the NTA's response to Issue 4 in this report
NTA-C9-972	No 1 why you would consider cutting down the beautiful mature trees .	Please see the NTA's response to Issue 4 in this report
NTA-C9-976	In general far too many trees are felled for this project, totally changing the Douglas Road for the worse. Also replacing old stone and brick walls with new concrete stone structures, destroys the look and feel of a neighbourhood.	Please see the NTA's response to Issue 4 in this report
NTA-C9-984	To alleviate the Maryborough traffic I would suggest channelling vehicles either (a) onto the motorway at the slip road near Lissadell Estate or (b) at the Fingerpost Roundabout down the Rochestown Road to the link onto the motorway going either east or west, thereby alleviating the pressure on Douglas Village East (especially coming from the Douglas Relief Road).	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-984	Poor planning has already resulted in traffic chaos and congestion in Douglas Village East, destroying the original character of Douglas, and traffic coming down from Maryborough is exacerbating the situation further! The beautiful old walls and mature trees will be lost to future generations, and if we fail to preserve the area, we will deprive our young people of their historic local heritage	Please see the NTA's response to Issue 4 in this report
NTA-C9-984	There also needs to be safe cycleways, as all this will contribute to cleaner air quality but it cannot be at the expense of the Douglas Road residents and their quality of life	Please see the NTA's response to Issue 1 in this report
NTA-C9-984	A great deal of what is envisaged has obviously been drawn up by those who don't have knowledge of the local area and who don't appreciate the disruption to locals while these plans are being implemented in terms of noise and air pollution, difficulty of access to residences and impediments to those who daily walk the footpaths.	Please see the NTA's response to Issue 8 in this report
NTA-C9-984	The meagre planting of "replacement" trees will NEVER undo the damage to centuries' old arboria.	Please see the NTA's response to Issue 4 in this report
NTA-C9-984	The plans on the website are (a) difficult to view, (b) inaccurate and (c) out of date in places.	Please see the NTA's response to Issue 11 in this report
NTA-C9-984	How will making a clear way for two-way car traffic reduce their volume or speed?	Please see the NTA's response to Issue 3 in this report
NTA-C9-985	With no turn right at the bottom of Bellair, how do elderly less mobile residents get to their local pharmacy (Douglas Road Pharmacy) and shop (Tesco) on the Douglas Rd.? How do they gain access to St Finbarrs Hospital?	Please see the NTA's response to Issue 2 in this report
NTA-C9-985	Increase the number of buses coming in from Carrigaline, Rochestown, Crosshaven and surrounding areas etc alongside a decrease in the price of a bus ticket will be an incentive to get people out of their private cars. Add more school buses to service the numerous schools in the area.	Please see the NTA's response to Issue 10 in this report
NTA-C9-985	The proposed expansion to add multiple lanes (for dedicated bus lanes, cycle lanes, footpaths and car lanes) is excessive in conjunction with the use of multiple bus gates. The purpose of bus gates is to prevent end to end through car traffic (to reduce over-all volume of cars in the Douglas road area) then what is gained by dedicated bus/car lanes? Also, where is the car traffic expected to go, through smaller residential areas, creating dangerous rat runs for all residents both young and old?	Please see the NTA's response to Issue 2 in this report
NTA-C9-985	The removal of existing on street parking for residents in the other Ballinlough areas with no other option will generate new problems with an increased level of non resident parking in already busy on street resident parking areas. In particular there will be more people parking in Bellair, which is already dangerous due to random parking on double yellow line on a corner at the top of Bellair,	Please see the NTA's response to Issue 5 in this report
NTA-C9-985	The NTA's plan displays no consideration for the communities that live along the Douglas Rd., Ballinlough Rd. and Boreenmanna Rd. It is a mature area built up over many years with a cross section of both young and old.	Please see the NTA's response to Issue 4 in this report
NTA-C9-985	The removal of mature trees, shrubs and unique historical stone walls will have a detrimental impact on the environmental beauty, mature habitat and biodiversity of the area as the shelter provided by the very mature trees and ecosystem built up over many years a new sapling tree is a poor substitute for a 200 year old oak tree	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-985	I would suggest a park and ride in Douglas for example at the back of the current woollen mills. It would reduce the number of cars coming in the Douglas road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-985	the proposal to have a bus gate at Bellair will result in an increase traffic flow of cars, HGVs and vans heading into the city, being forced through a road that already is a highly dangerous area for children attending the primary school and parents, grandparents and guardians dropping and collecting those young children to the primary school at the top of Bellair	Please see the NTA's response to Issue 3 in this report
NTA-C9-988	There are a number of local people that make use of on-road Disabled parking outside their homes. Will these individuals now be forced to park somewhere further away from where they reside.	Please see the NTA's response to Issue 5 in this report
NTA-C9-988	The proposed plan for Douglas Road critically adds a complex method of access to the Hospital in the area. All the delivery vans and trucks that enter the hospital will now be directed through a very narrow and quiet street, not fit for 40 foot trucks that make deliveries in this area to both Tesco and to the Hospital	Please see the NTA's response to Issue 2 in this report
NTA-C9-988	There are a number of historic and protected stone walls all along Douglas road including those off the Hospital which dates back to famine times.	Please see the NTA's response to Issue 4 in this report
NTA-C9-988	The removal of existing on road parking for people with no other option will generate new problems around an increased level of non-resident parking in already busy on-road resident parking areas. In particular there will be more people parking on the road in Bellair.	Please see the NTA's response to Issue 5 in this report
NTA-C9-988	The removal of mature trees and unique historical stone walls will have a negative impact on the environmental beauty of this area. Noise pollution is dampened by the existence of plants, gardens, trees and stone walls that are there today.	Please see the NTA's response to Issue 4 in this report
NTA-C9-988	Further to that, there is a higher risk to the speed an Ambulance will be able to navigate the new proposed way of gaining entry to the hospital.	Please see the NTA's response to Issue 3 in this report
NTA-C9-990	If a minimum of 50% of these pupils are coming from outside the area then a substantial amount of traffic on the Douglas road at peak times could be decreased by the provision of school buses for all these schools based on the model used in the country areas.	Please see the NTA's response to Issue 12 in this report
NTA-C9-990	The implications for increased traffic and congestion on the Well Road, Bellair , Hettyfield, Wallace's Avenue has not been explored in this plan. The traffic layout and management in Douglas village should and must be dealt with before plans to destroy a historically important road and environment are even considered.	Please see the NTA's response to Issue 2 in this report
NTA-C9-990	The city council has approved cycling routes which seem to have been ignored or disregarded by the NTA. Currently there is on going work to develop a cycling route from Frankfield to the Tramore valley park with an exit on Half Moon Lane where it meets the South Douglas Road. The South Douglas road has new cycle lanes presumably to allow cyclists access the city. A green way exists from passage to the Marina which can be accessed from Blackrock, Ballinlough and Douglas. If this is extended to the city it will be the safest quickest way for cyclists in the area to access city from the south east. Why are these initiatives not integrated in the sustainable transport corridor?	Please see the NTA's response to Issue 12 in this report
NTA-C9-990	The NTA's plan for the Douglas road has personally caused a huge amount of unnecessary anxiety for me and my family. The health and wellbeing derived from living, walking or cycling in this community far outweighs the concrete environment that would result from these plans.	Please see the NTA's response to Issue 4 in this report
NTA-C9-990	Why destroy this residential community o f the Douglas road without adequate thought and planning for the greater area	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-990	The immediate decrease in value of our property due to these ill-informed plans is also very concerning and leaves us in limbo for as long as it takes these plans to be altered , rejected or implemented.	Please see the NTA's response to Issue 7 in this report
NTA-C9-990	. The loss of trees , shrubs and increased proximity to a much larger road will undoubtedly impact on our well-being. The number of trees, shrubs and habitats that will be destroyed in this plan has been completely underestimated. The age and number of trees and shrubs on this stretch of the road cannot be replaced by replanting	Please see the NTA's response to Issue 4 in this report
NTA-C9-990	We invested lots of time, energy and money in our home and garden, to maintain its value and enjoy our home. Our garden on Douglas Road is intrinsic to our well being and sense of purpose.	Please see the NTA's response to Issue 6 in this report
NTA-C9-990	The NTA have continually stated this is a consultation phase yet they have never provided clear information to all residents or businesses on or adjacent to this route The information in a booklet was sent only to residents whose properties may be subject to a CPO. The information in the booklet is not accurate enough (very small drawings difficult to read) to allow residents to ascertain for themselves how much of an impact the proposed changes will make. The timing of the initial information at the end of June when the local schools had closed for summer holidays and the open consultations in Nemo scheduled for two days in the same week in July which meant anyone on holidays could not attend these meetings. This does not indicate that NTA wanted meaningful engagement. No large maps showing all the detail were available at the consultation. How can the detail be discussed if the public cannot decipher the drawings? The lack of meaningful consultation at these sessions where the engineers assigned to developing a route for safe cycling and more public transport were not aware of planning permission for 204 houses between the Douglas Road and the South Douglas Road. Neither were they familiar with Wallace's Avenue, Bellair, Hettyfield and other roads which would be severely impacted if this plan is implemented. No record of attendance or the public opinion was recorded at these session	Please see the NTA's response to Issue 11 in this report
NTA-C9-990	Complete lack of evidence to support the plan OR no evidence provided to the public during the consultation phase to justify this plan.	Please see the NTA's response to Issue 1 in this report
NTA-C9-999	This proposal would make it almost impossible to get in or out of our homes safely if such a devastating increase in traffic volumes was to occur. Due to traffic build up emergency vehicle response times could also be affected.	Please see the NTA's response to Issue 2 in this report
NTA-C9-999	Each of the homes on the Well Road will experience a significant decrease in the value of their homes, with additional traffic, litter, noise pollution, air pollution and access to homes all providing a problem.	Please see the NTA's response to Issue 7 in this report
NTA-C9-999	In addition, the increased traffic will increase the risk of subsidence, which is already a real risk for homes on the Well Road and will pose a serious threat of litigation to the NTA.	Please see the NTA's response to Issue 7 in this report
NTA-C9-999	The large increase of traffic, to include trucks, agricultural and commercial vehicles further highlights the potential hazards. As it stands, it is recommended that the Well Road is not suitable for Heavy Vehicles and that will remain the case. It has a steep hill with sharp bends and certain areas which will always be too narrow and sharp for larger vehicles.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1006	The bus schedule and network should be looked at again to provide an interconnected, regular and reliable service with adequate capacity, particularly at peak times. If people could rely on the bus, they would use it.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1006	Traffic from the Douglas direction will now predominantly have to access Cork city via the Boreenmanna road, turning right at the end of the Boreenmanna road on to the Link Road. Route H, Map 11. This is a very busy junction, particularly at peak and school times. The issue on the Boreenmanna road is the congestion at this junction. The focus here should be to address the pinch point at the junction, rather than make it worse by diverting all city bound traffic via this junction.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1006	I am gravely concerned about the proposal to instate a 'bus gate' on the Douglas road (Map 5) at the junction leaving Douglas village and the plan to route all other traffic (city bound or otherwise) via the Well Road. This is going to result in hugely increased traffic through residential parks. These residential parks are narrow, surfaces are poor and junctions blind. They were never designed nor intended as run-throughs for this high volume of traffic. They were never designed nor intended as run-throughs for this high volume of traffic. I see this being an issue in Hettyfield as the park connects the Well Road to the Douglas Road and it will be used for this run-through purpose for those looking to access the Douglas Road from the Well Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1006	Plan to route large volumes of traffic through Belair, past Our Lady of Lourdes primary school and down Wallace Avenue to access Cork city from the Douglas Road needs to be reconsidered.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1006	I am not in favour of the removal of historical walls from our suburbs.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1006	From what I can see on the maps, the plan does not provide for any cycle lanes on Douglas Relief Road or East Douglas Street. Cycle lanes end abruptly at the end of Douglas Road and at the end of Maryborough hill, leaving any cyclists to join the main car and bus traffic in and around Douglas village. This means that the safe cycle lanes are abandoned at points where traffic congestion will be at it's worst and this seems highly dangerous for anyone cycling this route.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1006	I also question the provision and location of bus stops either side of this junction on the link road into the city	Please see the NTA's response to Issue 9 in this report
NTA-C9-1006	Increased volume of traffic will bring mention noise and air pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1006	Any plan to remove residential parking should be deemed totally unacceptable and should not even be being considered.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1006	This plan looks to run large wide roads through quiet historical suburbs ruining the existing character of our areas and negatively impacting the quality of life and well being of so many residents. This proposal as it stands, by making life so difficult to move around the suburbs and into Cork city by car for their daily life, will have a negative impact on people that are not able to use public transport's quality of life and restrict their ability to access supports, services, education and activities. It is my opinion that this proposal is entirely discriminatory in this regard and should be reconsidered.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1006	I am not in favour of the removal of hundreds of mature trees	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1006	The construction phase for this proposal will cause total havoc for a prolonged period of time and will negatively impact the residents of the area. There will be ongoing construction noise, dirt and traffic disruption. In addition there is a risk of damage to property given the known issues with subsidence in the area.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-1006	Provide alternatives to incentivise bus travel, such as greatly reduced bus fares and an enhanced city-wide Park and Ride and shuttle services. The Park and Ride service should be updated. It is not fit for purpose. This could be redesigned to provide access to the city centre from all sides of the city, shuttles to bring college students to their campuses, employees to work, children to school etc.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1006	Introducing pedestrian access to this section of road where there are essentially no footpaths and the road is entirely unsuitable for pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1006	I am very concerned about the road safety risks such an increased volume of traffic will bring	Please see the NTA's response to Issue 3 in this report
NTA-C9-1007	I feel it is absolutely disgraceful to get rid of the walls on the Douglas Rd.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1007	There is a lovely long term community on the Douglas Rd that does not need to be uprooted for such little to gain.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1007	I feel it is absolutely disgraceful to get rid of the trees and walls on the Douglas Rd.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1009	There are 3 large schools on the Well Road side of Douglas, being Regina Mundi – Secondary School, Scoil Bhríde Eglantine – National School, and St. Anthony's – National School, together with some other smaller schools. If the proposal to divert all of the traffic from the Douglas Road onto the Well Road was to be entertained, then the Well Road could well become unusable. There are also 2 large stadiums in the general area, being Pairc Uí Rinn and Pairc Uí Chaoimh with capacities of 11,000 and 45,000 spectators at each respectively. There is also close by Cork Constitution Rugby Club, Ballinlough GAA Pitch, and O'Connor's Funeral Home which add to our traffic concerns. If the Douglas Road was no longer available as an access route to these venues, traffic on the Well Road would come to a complete standstill and spectators would have severe difficulty trying to access their venue.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1009	<p>Map 9: Emerging Preferred Route of the Maryborough to City booklet shows that all traffic coming onto the Douglas Road/Well Road junction from the Douglas relief road or from the South Link Road that wish to travel towards the City Centre could no longer drive Northwards along the Douglas Road, but instead are proposed to be diverted up the Well Road. This would create a very substantial increase in traffic volumes, basically taking all of the Northbound traffic off the main Douglas Road and placing it onto the much smaller Well Road, through our mature settled residential area.</p> <p>It is quite difficult to get from our homes onto the Well Road with the current traffic volumes, and this proposal would make it almost impossible to get in or out of our homes safely if such a devastating increase in traffic volumes was to occur.</p> <p>Some estates and roadways entered from the Well Road are already concerned about the amount of traffic passing through them and are worried that this proposal would increase this rat run type of through traffic dramatically. One resident on Churchyard Lane said that the junction of the Skehard Road/Well Road junction cannot cope with the current traffic volumes at peak times, already sending traffic through Churchyard Lane and this will only get much worse if these proposals go ahead.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1009	The Well Road is a mature settled residential area with many 19th Century limestone boundary walls, with privacy from the roadway formed from established trees and shrubs. The NTA's proposal to take away much of these boundary walls, privacy trees and shrubbery will change the roadway entirely taking away its inherent natural sense of place.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1009	The vast increase in traffic volumes would just clog up the Well Road and create a backlog at its upper end, together with creating rat runs through its adjoining parks. This would create a safety issue for our area, particularly for the older and younger members of our community.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1009	Cork Harbour is deemed a special protected area with many species of flora and fauna protected in the estuary and its marshy edges just South of the Well Road. We would be very concerned that this wildlife would be disturbed, and potentially caused to migrate, due to the excessive traffic proposed by this scheme. Furthermore, the potential noise, dust, and vibrations during construction would alone cause severe disruption to the wildlife and birds in the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1009	Soft surfaces help to absorb sound, such as trees, grassed areas, shrubberies etc. The proposals to remove these soft surfaces and replace them with concrete and tarmacadam would increase the noise levels in the area. Furthermore, the proposals to divert all of the Douglas Road inbound traffic up the Well Road will significantly increase traffic noise and reverberation, potentially meaning that all doors and windows will need to be kept closed so that excessive noise will not prevent the enjoyment of our properties.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1009	Some insurance companies will not insure homeowners on the Well Road due to the potential for subsidence as our dwellings are founded on boulder clay terrain with a risk of swallow holes. The bus connects proposal to vastly increase traffic volume on the Well Road, including potential for heavy vehicle axle loadings, could significantly increase the risk of subsidence to our homes. This proposal could make our houses uninsurable or at the very least cause severe increases in annual costs of cover. There is a road sign at the junction of the Well Road with the Douglas Road stating that no heavy vehicles should use the Well Road. Most buildings on the Well Road are older properties, most of which probably have strip footing foundations. These types of foundations would not be specifically designed to cater for differential settlement that could be caused from large volumes of traffic vibrations on soft boulder clay terrain. An added risk to this potential increased subsidence is global warming and temperature rises, together with high rainfall events, which can alter the water table level and potentially have a serious impact on the bearing capacity of the clay-based ground bearing strata.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1009	We understand that the NTA has put these BusConnects-Cork proposals forward without doing any traffic studies or traffic counts, which is extremely concerning.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1010	Anticipated difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle and bus lanes	Please see the NTA's response to Issue 2 in this report
NTA-C9-1010	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1010	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1010	Opposition to removal of attractive stone walls on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1010	The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1010	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lawn	Please see the NTA's response to Issue 5 in this report
NTA-C9-1010	Opposition to removal of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1010	I will find crossing the newly-widened road difficult and dangerous, and particularly for young children crossing this busy road while going to and from school	Please see the NTA's response to Issue 3 in this report
NTA-C9-1012	Off road bike route from Douglas to city maybe via Tramore Valley Park etc, could provide an effective link up to the proposed green/cycleway network around the city. Taking the bikes off the roads may be a more sustainable solution than trying to squeeze all modes of transport onto the one highly stressed arterial route.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1012	Introducion of combined bus/bike lanes along seclons of the road between Belair and High Street may be possible if the need for a second bus lane and one way system is removed except at peak morning lmes, without excessive widening of the roadway. Bike lanes and full pavements should be introduced along both sides of the road along the full length when there is only one bus lane proposed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1012	Bus lanes along the Douglas Road only as follows; <ul style="list-style-type: none"> ● new bus lane from Rhodaville to Well Road to operate 24/7, ● one way inbound bus lane from Belair to City to operate from 8-9am only, outside of these hours this seclon is to revert to two way general traffic. Bus gates operate at Belair inbound and at Well Road inbound when bus lanes are in operation. One way section from Belair to City to operate only during bus lane times. Local residents have full access at all times along bus lanes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1012	On street parking to be retained between Belair and High Street as much as possible. with the removal of the second unnecessary bus lane and the inclusion of bike only lanes. Dedicated parking at St Finbarr's Hospital to be available for residents and visitors as much as possible.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1012	Leave Capwell Road and High Street as open access except at peak morning hours.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1012	This oplon should be reexamined due to the total unsuitability of the current emerging route for the City to Maryborough proposal.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1012	Bus Connect strategy to take full account of all other aspects of Sustainable City programme and not to focus solely on transport infrastructure	Please see the NTA's response to Issue 12 in this report
NTA-C9-1012	Doubts over need for 24/7 bus lanes when the problem is only a couple of hours with inward delay in the morning and outward in the evening. The use of peak time bus lanes at High Street end from 8-9am and at Well Road end from 5-6pm will address the issue of long journey times along the route at these peak times. The use of targeted bus lanes would result in less disruption.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1012	The diversion of commuter traffic into surrounding estates will cause chaos during peak school drop off times and then during the quiet periods of the day the bus lanes will lie mostly idle and unnecessary.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1012	Loss of the limited onstreet parking in the area, results from too much full time bus lanes being provided rather than the use of targeted bus lanes only operational during peak traffic loads.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1012	Excessive need for land purchase results from too much full time bus lanes being provided rather than the use of targeted bus lanes only operational during peak traffic loads, as is the case in the city centre.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1012	Support for improved footpaths and road widening to allow buses to pass each other. Support for traffic reducing traffic on the road and providing bike lanes in both directions	Please see the NTA's response to Issue 13 in this report
NTA-C9-1013	Support for alternative proposal to make Douglas Road (Outbound) one way and Cross Douglas Road (Inbound). This as an alternative would be prefereable to the currently proposed and more destructive proposal if it were to ensure a dedicated cycle lane where possible along both roads. I do welcome removing as much space from private vehicles along the route as possible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1013	Proposal for Dutch-style Roundabout at Fingerpost to ensure a safer experience for those cycling and walking.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1013	Given the public ownership of Mahon Golf Course I would strongly recommend a route via the public lands starting at Douglas Hall Lawn to Clover Hill Lane and Bessboro Road onto the Greenway this could be a good connection for the proposed Lee to Sea for those from Douglas and further.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1013	Southern Road cycle lane: I would strongly encourage that the existing segregated lane is kept and not removed. Routing via high Street is not suitable for cycling due to the gradient compared to Southern Road, not the direct route that is suggested for those walking and cycling in the road hierarchy.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1013	Junction of Infirmary Road/Old Blackrock Road/Southern Road/Summerhill South: This is a highly dangerous junction for cycling at present. Please ensure Dutch standards are implemented here including priority signal lighting.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1013	Proposal for Dutch-style Roundabout at top of Maryborough Hill by reducing roundabout to a single lane.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1013	Off-street parking for residents in front of Saint Finbarrs is very welcomed and the biggest bottleneck along the route.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1013	Foundation of school zones around Eglantine School and Regina Mundi Secondary School. At the moment the cycle lanes are used as parking during drop-off and collection times which makes the experience highly dangerous.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1013	Please use raised tables where Toucan crossings are proposed to slow motor traffic.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1013	Making Capwell Road and High Street access only is very welcome. The park created will need tasteful barriers to ensure no illegal parking and illegal access by private vehicles.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1014	Quality low cost buses Better traffic lights at douglas, south infirmary Remove some parking opposte St Finbarrs hospital - road is too narrow when cars are parked Additional cycle lanes	Please see the NTA's response to Issue 12 in this report
NTA-C9-1014	There are many primary schools on the Douglas road I cannot how you can block traffic to these schools.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1014	It is 6km from Maryborough hill to the south mall. This is a significant distance to cycle on hilly terrain in Irish weather.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1014	Traffic is only significant during peak school and works hours. The Douglas crossroads is the major impediment to smooth traffic flow in cluding buses. The light sequencing does not alter during times of the day and a single person crossing one intersection stops all intersections.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1016	I am opposed to the changes on the Douglas road because of the loss of old stone walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1016	Flooding has been an issue in Cork city for many years. The creating of 4 lane bus corridors or highways in the city may have an impact on flooding in the inner city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1016	Opposition to removal of mature trees on Douglas Road due to health and environmental impact	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1020	Divert traffic coming from Douglas through the Well Road, and through South Douglas Rd and in to Cross Douglas Rd, a road that at the moment cannot cope with the volume of traffic. Objection to diverting traffic in to residential areas and narrow roads like Ballinlough Rd at Bean Brownie, and Wallace Avenue	Please see the NTA's response to Issue 2 in this report
NTA-C9-1020	For the amount of upheaval, stress and Health and safety risks involved , the proposals are not deemed worth it, to watch half empty buses going 24 hours to city centre and achieve an 14 min completion race . Not all people work in city centre and some need cars to go to work in Mahon, Apple, Ringaskiddy , Little Island, CUH, Wilton, and schools and other areas where factorys and offices are.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1024	Objection to the dramatic reduction in the Ballinlough bus service proposed in the Network Redesign (Bus 20). The walking distance mentioned with respect to Ballinlough has been up to 600 metres. This is not a 'short distance' for the older and/or less physically able. There are slopes (some more than 8%), narrow pedestrian footpaths and many minor junctions en route that affect access.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1024	The introduction of bus gates will increase the overall commuting traffic passing through Ballinlough (from the Douglas Road). Worse, that traffic will be working its way through the small number of narrow residential parks to reach and leave the main Ballinlough Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1024	Proposals will make the Ballinlough Road an obvious, straight, shortcut to the city which will bring more cyclists onto the roads without any supporting infrastructure/mitigations	Please see the NTA's response to Issue 12 in this report
NTA-C9-1024	The removal of parking along the STCs will inevitably increase the amount of commuter parking in residential areas	Please see the NTA's response to Issue 5 in this report
NTA-C9-1025	No issues	Please see the NTA's response to Issue 9 in this report
NTA-C9-1028	I would like you to consider the following other options, a possible circular route using the Front and Back Douglas roads, up Southern road, through either the Front Douglas Road or via Capwell Road and the Back Douglas Road. a circular cycle lane is certainly an easier option . Would taking land from St.Stephens Green be considered reasonable?.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1028	Making Douglas Village a Bus Gate will in my view worsen the traffic. Traffic through Douglas coming from the south should will need to be redirected, this plan does not allow for this.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1028	The current traffic difficulties in the area is centred around Douglas Village in general and during school times the broader area. City council has in the past designed solutions to this problem (Douglas Land Use & Transport DLUTS)but the plan was not funded by the NTA. The plan should be revisited.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1028	The proposal not to allow Douglas traffic beyond Bellair and divert them down Wallace's Avenue onto the Borreenamanna Road Is beyond madness.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1028	The natural beauty, History and identity of Douglas and in particular the Douglas road will be destroyed forever if this current plan goes ahead.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1028	The physical nature of the housing estates, the age profile of the residents has not been taken in to consideration.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1032	There will be more traffic with large and heavy vehicles in our street.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1032	There are no benefits of the new plan to our neighbourhood.	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C9-1032	More traffic on the road will increase noise and air pollution. We already feel vibrations when a small van passes by our house and any increase in larger vehicle numbers (vans, trucks, emergency vehicles, delivery vans and lorries, etc.) will make vibrations much worse	Please see the NTA's response to Issue 4 in this report
NTA-C9-1032	We will lose our parking space	Please see the NTA's response to Issue 5 in this report
NTA-C9-1036	Access and Egress issues on entering and exiting our homes due to proposed removal of all street parking.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1036	Why not operate a bus hopper system which is smaller in size, able to use the current road system without much major expense and disruption. People will avail of this system quicker and in volume compared to currently near empty buses during off peak periods.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1036	People in the Ballinlough area will either have to walk to either Douglas or Boreenmanna roads to access bus routes.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1036	Your plan to reduce road traffic from the Douglas Road and filter it through other routes via Ballinlough and onto the Boreenmanna Roads is illogical	Please see the NTA's response to Issue 2 in this report
NTA-C9-1036	Have you engaged with Cork City Council management, traffic and engineering depts. and their inputs as they will have to future manage the area, when you are long gone from Cork.	Please see the NTA's response to Issue 1 in this report Cork City Council have been involved in all stages in this project
NTA-C9-1036	During rain fall on the Douglas Road and areas off it, there is always excess water on the road where there is currently a lack of drainage and you are proposing to enlarge the road with more concrete and remove the natural terrain which acts as a soakage barrier. Water will run down this road both ways into Douglas Village and into the City which as you know is built on a marsh and is subject to high tides.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1036	Families will be unable to visit their loved ones House repairs, deliveries, refuse bins collections, home help, meals on wheels, and other services will be greatly impacted due to no parking outside one's own house.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1036	Families will be unable to visit their loved ones which will lead to isolation, mental issues and the loss of a great community spirit.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-1036	Currently a lot of people are feeling stress & strain over these proposed plans for the area	Please see the NTA's response to Issue 1 in this report
NTA-C9-1036	The personal impact on property – drainage, subsidence, devaluation, loss of outdoor space, trees and pathways and local businesses.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1036	The area is built on market garden lands which is soft and where subsidence in some areas of Ballinlough is already evident.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1036	Have you considered the safety issues around the various schools in Ballinlough for school children to be able to walk or be driven to school even on bad days, as you propose to eliminate street parking.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1036	I believe the survey reports done by Barry Transport on your behalf were done in haste and not fully thought out or validated. Have you undertaken an Environmental and Geological impact Reporting system on the proposed areas in which you wish to remove over 1,000 trees some of which are very mature and have been there a very long time.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1039	All the beautiful walls along the Douglas Road that add to the character of the area are irreplaceable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1039	Proposals are adding mileage to residents in the area who have to use their cars for work and personal reasons by closing off access to their homes, costing people more on petrol and therefore impacting the environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1039	Objection to the proposed parking for cars at St Finbarr's Hospital for residents where their on street parking will be lost as it is too far of a disatnace to walk for elderly people	Please see the NTA's response to Issue 5 in this report
NTA-C9-1039	Parking in this area is already limited and in the Ballinlough area there is already traffic congestion and parking the proposals seem to be making the situation worse	Please see the NTA's response to Issue 5 in this report
NTA-C9-1039	Widening roads has proved to increase traffic speed which as we know leads to accidents. Diverting traffic into residential areas is not the solution as it can lead to accidents also.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1039	Concerns over safety for drop off and collection at the number of primary and secondary schools in the area	Please see the NTA's response to Issue 3 in this report
NTA-C9-1041	At present because of unreliability of the schedule and of the "Real time" system the waiting time is significant and in my typical journey to town is 10 minutes or 25% of the journey time	Please see the NTA's response to Issue 10 in this report
NTA-C9-1041	Inbound traffic on the Douglas Road will be diverted onto the South Douglas Road. Other proposed changes East of Douglas village will add to the inbound traffic. The South Douglas Road is already well beyond its capacity at peak periods.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1041	The proposed changes to traffic on the Main Douglas Road propose to divert citybound traffic through connecting streets such as Tramore Lawn. These streets were never designed for through traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1041	The actions resulting from this process are not subject to approval by Cork City Council. This is fundamentally undemocratic.	Cork City Council are involved in and support this project.
NTA-C9-1041	The footpaths are typically on one side only and are generally deficient. For pedestrians it is an apalling road especially on a wet day.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1041	The brochure says that bus journey times will be reduced. There is no evidence or data presented to support this.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1043	The Douglas Road is a main road connecting all outlying areas into the city. If cars are banned from using this main artery it will clog up the parks that are adjacent to it which were never meant for high volumes of traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1043	Diverting traffic from Douglas Road will spoil the environment of the whole area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1043	Diverting traffic from Douglas Road will be dangerous for children going to school	Please see the NTA's response to Issue 3 in this report
NTA-C9-1046	There is no need for two bus lanes on both Douglas roads, as they run almost parallel, having a single, uni-directional bus lane on each road seems like a far more reasonable alternative. This same approach should also be considered for cycle lanes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1046	Many of the traffic issues faced in the Douglas area are more the result of poor operations management rather than a failing of the infrastructure. Traffic light phase issues cause build-ups and bottlenecks	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1046	Many of the traffic issues faced in the Douglas area are more the result of poor operations management rather than a failing of the infrastructure. Bus tracking, timetables, and payment methods are inefficient.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1046	I am not in favour of the proposed changes. They will diminish the attractiveness of the area (by demolishing old structures and walls)	Please see the NTA's response to Issue 4 in this report
NTA-C9-1046	There is no need for two cycle lanes on both Douglas roads, as they run almost parallel.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1046	The increase in high-speed traffic these proposals would entail would make walks to school more polluted	Please see the NTA's response to Issue 4 in this report
NTA-C9-1046	I am not in favour of the proposed changes. They will damage the local environment by removing mature trees. Any trees being removed should be replaced by trees with an equally-positive environmental effect.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1046	I recommend far more consultation with local residents of the area	Please see the NTA's response to Issue 11 in this report
NTA-C9-1046	The increase in high-speed traffic these proposals would entail would make these walks both more polluted and more dangerous for children walking to school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1048	Widening the Douglas road will have a direct impact on the amount of parking available for customers at my place of work. Less customers means less business and I am fearful this will affect my income and job security.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1048	If city bound traffic from the Douglas Road is being redirected to the South Douglas road this is bypassing my place of work and again will directly affect my job.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1048	The proposed plans will affect the natural beauty of my area, demolishing old city walls >200 years old.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1048	The proposed plans will affect the natural beauty of my area , cutting down trees which have been growing for many decades. The environmental impact of these plans needs to be given greater consideration	Please see the NTA's response to Issue 4 in this report
NTA-C9-1050	The destruction of protected trees and walls is an outrage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1050	The increased use of heavy busses will create more noise pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1050	The construction process is believed to take 3/4 years and will create appalling conditions for residence getting to and from their homes but also while trying to live and exercise in our local area.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1050	The loss of trees and local biodiversity will be detrimental to the area and the heritage of the area. We believe hundreds of trees will be cut down in order to facilitate more diesel busses to drive up and down outside our homes. Any trees replaced will be much smaller and certainly won't get to the maturity of existing tress in my or probably my children's life times.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1050	Letters sent in during the summer with tight deadlines for submissions when typically, people can be on holidays. Letters only sent to homes with CPO's and not to every other household who are all being affected. Maps not to scale No proper public engagement Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plans.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1050	No traffic surveys carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1051	The destruction of protected trees and walls is an outrage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1051	The increased use of heavy busses will create more noise pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1051	The construction process is believed to take 3/4 years and will create appalling conditions for residence getting to and from their homes but also while trying to live and exercise in our local area.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1051	The loss of trees and local biodiversity will be detrimental to the area and the heritage of the area. We believe hundreds of trees will be cut down in order to facilitate more diesel busses to drive up and down outside our homes. Any trees replaced will be much smaller and certainly won't get to the maturity of existing tress in my or probably my children's life times.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1051	Letters sent in during the summer with tight deadlines for submissions when typically, people can be on holidays. Letters only sent to homes with CPO's and not to every other household who are all being affected. Maps not to scale No proper public engagement Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plans.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1051	No traffic surveys carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1052	The increase in traffic would mean that residents in Bellair won't be able to leave and arrive back to their houses during certain times of the day	Please see the NTA's response to Issue 2 in this report
NTA-C9-1052	The proposal to have a bus gate at Bellair will result in an increased traffic flow, of people heading into the city, being forced through an area that already is tight and congested with only barely enough space for two cars. There's a primary school at the beginning of the Ballinlough road which already provides traffic problems with cars being parked on Bellair	Please see the NTA's response to Issue 2 in this report
NTA-C9-1052	The removal of unique historical stone walls will have a negative impact on the environmental beauty of this area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1052	Noise pollution is dampened by the existence of plants, gardens, trees and stone walls that are there today.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1052	The removal of mature trees and unique historical stone walls will have a negative impact on the environmental beauty of this area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1052	An increase in traffic would increase the danger for young children attending the primary school at the beginning of the Ballinlough road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1052	I would request if more thorough surveys of the local area be conducted.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1054	The destruction of protected trees and walls is an outrage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1054	The increased use of heavy busses will create more noise pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1054	The construction process is believed to take 3/4 years and will create appalling conditions for residence getting to and from their homes but also while trying to live and exercise in our local area.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1054	The loss of trees and local biodiversity will be detrimental to the area and the heritage of the area. We believe hundreds of trees will be cut down in order to facilitate more diesel busses to drive up and down outside our homes. Any trees replaced will be much smaller and certainly won't get to the maturity of existing tress in my or probably my children's life times.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1054	Letters sent in during the summer with tight deadlines for submissions when typically, people can be on holidays. Letters only sent to homes with CPO's and not to every other household who are all being affected. Maps not to scale No proper public engagement Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plans.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1054	No traffic surveys carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1057	Objection to the proposal to divert inbound traffic at Douglas Village to the Well Road and further inbound into Bellair	Please see the NTA's response to Issue 2 in this report
NTA-C9-1057	Douglas Road has a very strong urban visual character with old garden walls and a large number of mature trees. The destroying of the very old garden walls and gates would permanently change the face and attractiveness of Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1057	The Douglas Road has a large number of mature trees. Some of these trees are beech trees which could be over a hundred years old and to eliminate them in the current proposals is not acceptable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1058	The destruction of protected trees and walls is an outrage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1058	The increased use of heavy busses will create more noise pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1058	The construction process is believed to take 3/4 years and will create appalling conditions for residence getting to and from their homes but also while trying to live and exercise in our local area.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1058	The loss of trees and local biodiversity will be detrimental to the area and the heritage of the area. We believe hundreds of trees will be cut down in order to facilitate more diesel busses to drive up and down outside our homes. Any trees replaced will be much smaller and certainly won't get to the maturity of existing tress in my or probably my children's life times.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1058	Letters sent in during the summer with tight deadlines for submissions when typically, people can be on holidays. Letters only sent to homes with CPO's and not to every other household who are all being affected. Maps not to scale No proper public engagement Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plans.	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C9-1058	No traffic surveys carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1060	One way system from Douglas Village via both the South Douglas Road and the Main Douglas road would be less disruptive	Please see the NTA's response to Issue 12 in this report
NTA-C9-1060	The proposal includes knocking dozens of beautifully built walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-1060	Residents will have to ensure years of road works including all the dirt and noise that this type of work will bring.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1060	The proposal will impact on my parking space just outside my home which is an invaluable part of my property.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1060	The proposal includes removing dozens of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1060	The proposal includes the purchasing of a large number of gardens.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1060	An open meeting should have been arranged by the NTA before any letters were sent to residents informing them that part of their garden may have to be surrendered to the new road way.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1062	The destruction of protected trees and walls is an outrage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1062	The increased use of heavy busses will create more noise pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1062	The construction process is believed to take 3/4 years and will create appalling conditions for residence getting to and from their homes but also while trying to live and exercise in our local area.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1062	The loss of trees and local biodiversity will be detrimental to the area and the heritage of the area. We believe hundreds of trees will be cut down in order to facilitate more diesel busses to drive up and down outside our homes. Any trees replaced will be much smaller and certainly won't get to the maturity of existing trees in my or probably my children's life times.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1062	Letters sent in during the summer with tight deadlines for submissions when typically, people can be on holidays. Letters only sent to homes with CPO's and not to every other household who are all being affected. Maps not to scale No proper public engagement Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plans.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1062	No traffic surveys carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1063	I don't agree with the buses on the Douglas road	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1063	Objection to the removal of walls on Douglas Road	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1063	It would destroy the appearance of the Douglas village & surroundings.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1063	Noise pollution of buses	Please see the NTA's response to Issue 4 in this report
NTA-C9-1063	Objection to the removal of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1066	Objection to the destruction of built heritage (the wonderful 19th Century walls of the Front Douglas Road for example)	Please see the NTA's response to Issue 4 in this report
NTA-C9-1066	The approach taken by the consultants was to look at routes in isolation. For example, there has been no detailed analysis conducted on the impacts to adjacent road systems such as the full extent Ballinlough Road or tributary connectors such as Loreto Park.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1066	Current global trends suggest that micro-mobility solutions will continue to grow exponentially in popularity. The workers of 2032 might not want to take a "bus" and instead will opt for a direct point-to-point mobility solutions like e-bike or scooter.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1066	Objection to the non-reversible obliteration of suburban eco-systems	Please see the NTA's response to Issue 4 in this report
NTA-C9-1066	The "benefits on journey times" use data sets which are based on based on pre-Covid data samples. Journey Time Benefits which use 2019 as a base line. The use of pre-2020 data renders all subsequent Return on Investment analysis completely invalid	Please see the NTA's response to Issue 1 in this report
NTA-C9-1067	Consideration could be given to retention of service vehicles use of the Douglas Road Corridor. This could potentially be on a time restricted basis similar to City Centre pedestrianised zone schemes e.g. up to 10am.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1067	Tesco Ireland store at Douglas Village SC is serviced by articulated heavy goods vehicles. Delivery vehicles use the dedicated 'North Deliveries' entrance off Douglas Relief Road. Both the servicing route and service yard entrance are critical to the operation of Tesco Ireland store. Tesco Ireland respectfully requests that all junctions along the service route between N28, R610 Rochestown Road and Douglas Village Shopping Centre to be designed to safely cater for articulated heavy goods vehicles, in particular the left turn movement from R610 Douglas Relief Road to R610 Rochestown Road and the reverse manoeuvre of this.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1067	The introduction of the inbound traffic restrictions on Douglas Road will require inbound delivery vehicles to to St Finbarr's store to use an alternative route to access the store. The alternative routes available require delivery vehicles to use the local road network via a series of right turn manoeuvres to and from Summerhill South, to access the store. It is a concern that these routes result in HGV traffic using narrower city centre streets when compared to the more suitable R610 Douglas Road. Tesco Ireland respectfully requests that all junctions and streets along potential service routes identified to be confirmed as suitable alternative routes for articulated heavy goods vehicles and designed appropriately for the safe movement to and from the store.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1067	Restrictions on R610 Douglas Road will significantly reduce access to the Tesco Ireland Store for customers. Tesco Ireland will likely lose this custom as a result of Sustainable Transport Corridor proposals.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1067	<p>Tesco Ireland store at Douglas Village SC is serviced by articulated heavy goods vehicles. Delivery vehicles use the dedicated 'North Deliveries' entrance off Douglas Relief Road. Both the servicing route and service yard entrance are critical to the operation of Tesco Ireland store.</p> <p>Tesco Ireland respectfully requests that all junctions along the service route between N28, R610 Rochestown Road and Douglas Village Shopping Centre to be designed to safely cater for articulated heavy goods vehicles, in particular the left turn movement from R610 Douglas Relief Road to R610 Rochestown Road and the reverse manoeuvre of this.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1067	<p>Limited information is provided to assess the impact of traffic management proposals on accessibility to Tesco Ireland store for vehicular traffic</p> <p>Tesco Ireland respectfully requests that the proposals are reviewed as part of a traffic analysis exercise.</p> <p>This review should include junctions outside the scheme extents that will be affected by re-distributed traffic, including the alternative traffic routes identified. Network enhancements should be identified, and potentially some traffic movements reinstated, to ensure the network is designed to safely cater for residual traffic and maintain the accessibility, and viability, of existing and future development.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1067	<p>Tesco Ireland respectfully requests for the proposals to be reviewed on conclusion of a traffic analysis exercise.</p> <p>This review should include junctions outside the scheme extents that will be affected by re-distributed traffic, including the alternative traffic routes identified. Network enhancements should be identified, and potentially some traffic movements reinstated, to ensure the network is designed to safely cater for residual traffic and maintain the accessibility, and viability, of existing and future development.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1067	<p>It is estimated that up to 6 car parking spaces will be lost.</p> <p>Tesco Ireland respectfully requests that the full quantum of parking to be retained.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1067	<p>Proposals will involve the compulsory purchase of land along the store frontage. This includes road widening which appears to encompass 3-4 meters of land. The existing delivery patterns may not be feasible within the curtilage of the site.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1069	<p>The conversion of Douglas Road to one way southbound from Paddy's to Bel Air junction will cause access problems.</p> <p>However the conversion of the already exceedingly narrow Ballingough road to one way towards the city will be madness.</p> <p>The new traffic flows will foster the use of Bernadette Way and Castlegreine Park as rat runs</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1069	<p>The footpath here is narrow and barely allows one person.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1069	<p>I worry for the safety of children trying to access Our Lady of Lourdes school from the Ballinlough road, who will be exposed to the fumes and danger of the vastly increased traffic volume.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1081	<p>The cutting of 50% of the safe dropping zone areas for Eglantine National School will mean that all students leaving Eglantine National School will have to enter and leave through the same gates beside my school. The entire area will be congested</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1081	<p>The removal of the safe drop off zone is going to cause untold traffic chaos in Ardfallen Estate , as the entrance to Eglantine National School on Ardfallen Estate will be the only safe drop off zone left to Eglantine National School</p>	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1081	This is going to lead to extreme chaos and traffic problems and will be a serious health and safety issue due to the volume of traffic dropping off and picking up children. It will be a dangerous situation as many of the children will unavoidably have to cross a public road	Please see the NTA's response to Issue 3 in this report
NTA-C9-1081	What traffic survey or traffic impact study has been carried out in advance of the current proposed changes made in relation to the removal of the drop off zone outside of Eglantine National School on the Douglas Road?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1082	Would it not make more sense to provide a one way loop through the Douglas and South Douglas Roads with existing intersecting roads as access? And then provide one bus lane, one cycle lane and one car lane, one way, each way?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1082	The proposal to divert traffic through Bellair and onwards to city through narrow residential streets. These streets were never built to deal with the volumes of traffic proposed for them.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1082	The only access for the Staff of St Finbarrs Hospital from the Douglas Road direction will be this city end of the Ballinlough Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1082	Our Lady of Lourdes School is on the corner of what will be, if this goes ahead, one of the busiest intersections en route to the city. Diverting all incoming city traffic from the Douglas Road through an area with a primary school and through a residential area with no provision detailed on maps for set down areas, safe crossings etc.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1084	The bus gate at the Well Road junction will divert traffic to estates that were not designed for volumes of through traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-1084	The requirement to access the city center via Bel Air and Wallace's Avenue should be reconsidered due to Wallace's Avenue being narrow and the new residences that are underway at the end of the avenue	Please see the NTA's response to Issue 2 in this report
NTA-C9-1084	Objection to the provision of 2* 1.8m cycle lanes on Douglas Road. Consider counter-flow cycle lanes on one side of road with 1.8 m total width	Please see the NTA's response to Issue 12 in this report
NTA-C9-1084	The widening of the Douglas Road at Reeveswood should not damage the mature trees in Reeveswood. The trees should be protected	Please see the NTA's response to Issue 4 in this report
NTA-C9-1087	Concerns over the proposed redirection of traffic and the proposal to reverse the direction of Ballinlough from Bean Brownie to Marble Hall with no two way section on its western half. I am also concerned about the volumes of traffic which will now be using this very narrow street	Please see the NTA's response to Issue 2 in this report
NTA-C9-1087	My house is on the terrace and have no alternative, like my neighbours, but to use on street parking. There are many elderly people living close to me that are very dependent on this. It is very unclear how many parking spots on my road will be affected	Please see the NTA's response to Issue 5 in this report
NTA-C9-1087	As a resident and home owner on this road I have concerns about how this information was delivered to the public. I only heard about it from a neighbour and did not get any notifications on public meetings or info from Bus Connects.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1087	Increased volumes of traffic increase danger for cyclists	Please see the NTA's response to Issue 3 in this report
NTA-C9-1090	I am worried about having to access High St via Windmill Rd especially big trucks, delivery vehicles and rubbish collection trucks	Please see the NTA's response to Issue 2 in this report
NTA-C9-1090	When widening Douglas Rd destroying the beautiful stone walls and cutting down the mature trees is going to destroy the character of a much loved area	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1090	I am worried about parking on my street.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1090	When widening Douglas Rd cutting down the mature trees is going to destroy the character of a much loved area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1092	Don't need to destroy old walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-1092	Demand for cycling is greatest during summer months, when traffic is reduced. Concern that there is little demand for cycling in the Autumn/Winter months	Please see the NTA's response to Issue 9 in this report
NTA-C9-1092	Various examples around Douglas Road where the traffic lights could be improved	Please see the NTA's response to Issue 12 in this report
NTA-C9-1092	Need another Park and Ride facilities for those on outer end of the City.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1093	Please consider alternatives such as cheaper public transport so as to incentivize it's use.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1093	It will have a negative impact on the character of the Douglas Rd. What's left of the village feel will be erased with the demolition of old stone walls and mature trees. The size of the proposed roads is completely out of character for the village.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1093	Objection to the removal of mature trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1093	Please consider alternatives such as, park and ride facilities to remove more cars from the roads	Please see the NTA's response to Issue 12 in this report
NTA-C9-1095	As a person who suffers from a [personal information redacted], I need access to my car for private transportation to my workplace and to access my family in the local area	Please see the NTA's response to Issue 2 in this report
NTA-C9-1095	I oppose the loss of the stone walls along the Douglas road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1095	This compulsory purchase order will cause us to lose a parking space for our car. In addition to this, on street parking will not be available to counteract the loss of personal property parking spaces.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1095	I oppose the loss of the beautiful trees along the Douglas road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1095	I strongly object to the proposed compulsory purchase order of land from the front of our property.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1099	Consider using a coordinated one way system on Douglas Road, South Douglas Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1099	Objection to the proposal to enable the flow of traffic from Belair onto the Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1099	Objection to the proposal to remove the residents car parking to enable the flow of traffic from Belair onto the Douglas Road I require the use of my vehicle for my employment and if the on street parking is removed, where is alternative parking proposed?	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1099	My primary concern is the safety of children at the Western End of Ballinlough Road. Increased flow of traffic from Belair onto the Douglas Road will create a danger to children living and attending schools in the area.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1099	The similar Bus connects system in Dublin can hardly be deemed a success with less than 50% capacity on most buses. Suitable surveys should be considered to ensure that we don't end up in the same situation	Please see the NTA's response to Issue 1 in this report
NTA-C9-1100	Objection to the removal of the fingerpost roundabout.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1100	Objection to the diversion of traffic to roads not designed for increased traffic volumes. There is very little traffic build up on this route apart from a 25 minute block early in the morning and your usual Friday evening traffic. Take note of how poor the traffic is now since the changes to the roads and routes in the city centre of cork	Please see the NTA's response to Issue 2 in this report
NTA-C9-1100	The real problem with this route is the design of the road at Douglas Village shopping centre and the roads leading through Douglas	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1100	Objection to the loss of parking both inside our property 1 space and the 3 spaces outside our house of which friends and family use when visiting.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1100	Objection due to the stress it's causing to the elderly community.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1100	The devaluation it will cause to our property	Please see the NTA's response to Issue 7 in this report
NTA-C9-1100	Objection to the loss of trees and green areas along this route	Please see the NTA's response to Issue 4 in this report
NTA-C9-1100	In my opinion no proper studies or reports have been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1101	Consider the needs of people with disabilities, older people and anyone with mobility issues. Not everyone can cycle or walk to a bus stop, especially up and down a steep incline such as Wallace's Avenue. There are also disabled and elderly residents in Knockrea Gardens and Wallace's Avenue who depend on having parking near their houses.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1101	Objection to the diversion of traffic through Bellair Estate and down Wallace's Avenue to Boreenmanna Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1101	I am very much in favour of improved cycle infrastructure.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1101	Concerns over any plan to remove residents' parking spaces on Wallace's Ave	Please see the NTA's response to Issue 5 in this report
NTA-C9-1101	Proposal is detrimental to the future wellbeing of residents and schoolchildren, the valuable local amenities and the environment.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1101	Communication with communities, leaves a lot to be desired, with many people only hearing about it through word-of-mouth/from neighbours.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1101	There are considerable safety issues for children crossing at the junctions of Ballinlough Road with Bellair and Wallaces Ave.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1103	Speed slowed to 30kph on Douglas Road Single lane traffic or double lane in the areas possible. Single lane with contraflow lights such as by Cross Douglas Road. Cobble the whole stretch from Douglas Village to the Southern Road with red bricks There should be a bike lane if possible all the way from Douglas Village to the Southern Road Improved designated parking and pull in spots for buses. Bike traffic lights to cross straight on junctions with pedestrians.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1103	At the moment I rarely wait more than 5 minutes for a bus.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1103	Increased traffic around in small and narrow routes (e.g., Ballinlough).	Please see the NTA's response to Issue 2 in this report
NTA-C9-1103	Except for the 30 minutes on the school day mornings, there is also virtually no traffic at any stage. It is a quiet and safe road in a residential neighborhood.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1103	Increased traffic would see pollution increase Biodiversity would be reduced	Please see the NTA's response to Issue 4 in this report
NTA-C9-1103	Biodiversity would be reduced as the 200 year old trees that clean the air in the neighbourhood would be lost.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1103	Wider roads are associated with increased traffic speed. This means reduced access and safety for pedestrians.	Please see the NTA's response to Issue 3 in this report
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	Please see the NTA's response to Issue 10 in this report
NTA-C9-1107	By creating the one way system through Douglas road the plan leads to pushing traffic down side roads many of which within the Douglas area. The roads are not designed for such traffic movements.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1107	Objection to the removal of historic walls and monuments. I choose to live on Douglas Road based upon its unique, character, accessibility, existing buildings and heritage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1107	Removal of one of the few remaining green corridors within the city has one of the worst impacts on the biodiversity in the area, removes historic walls and monuments.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1107	Concern over the lack of engagement to date with local representatives with regards to the needs of the community	Please see the NTA's response to Issue 11 in this report
NTA-C9-1107	Douglas Road area is considered a subsidence high risk area there is a considerable potential for damage to adjacent properties	Please see the NTA's response to Issue 7 in this report
NTA-C9-1107	The impact of increased traffic volumes has the potential to create a safety hazard to residents and road users	Please see the NTA's response to Issue 3 in this report
NTA-C9-1109	I live in Carrigaline and regularly use the 220 bus to travel into the city. I fully support any route that will mean I can travel easily into town.	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-1113	Perhaps consider joint bus/cycle lanes in addition to High Street Option.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1113	I have concerns re the operation of bus gates along the Douglas Road if they are reliant on good car user behaviour.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1113	Given the topography of High Street and the perceived distance of High St and Langford Row combined, I think it is likely that cyclists will use Southern Road both inbound and outbound, particularly as cycle lanes join either end.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1113	The current junction at southern road/old blackrock road/south terrace is lethal on a bike so prioritisation of ped/cycle facilities welcome. The dedicated cycle infrastructure from south terrace into city is currently very popular with many joining the route at this intersection. Consider improving infrastructure at the stretch between Rockboro Ave and Paddy the Farmers	Please see the NTA's response to Issue 13 in this report
NTA-C9-1113	The 2 way cycleway along Anglesea Street is very successful and it would be a shame to lose it.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1113	On major arterial routes, one way traffic systems matched with contra flow bus lanes should be used as much as possible Segregation of modes should be designed in as much as possible so as to avoid unnecessary signage and promote their effective and safe use	Please see the NTA's response to Issue 12 in this report
NTA-C9-1113	Urban Park at junction of Southern Road and High St is welcome. Promotion of biodiversity and tree planting would be welcome.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1113	We have a significant shortage of mature trees in Cork and require them to meet our climate objectives as well as filtering the air/providing a pleasant environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1113	There is a current issue with illegal parking on the newly segregated cycle lane (outbound) on Southern Road. Most residents leave their bins along the footpath and the waste collectors stop along this road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1113	The current junction at southern road/old blackrock road/south terrace is lethal on a bike so prioritisation of ped/cycle facilities welcome. This and all big junctions should prioritise direct movement of bikes/pedestrians over cars	Please see the NTA's response to Issue 13 in this report
NTA-C9-1113	I would have concerns cycling my kids along High St and Langford Row	Please see the NTA's response to Issue 3 in this report
NTA-C9-1113	I welcome the prioritisation of sustainable transport modes	Please see the NTA's response to Issue 13 in this report
NTA-C9-1117	Support for a one way loop on the Douglas and South Douglas Roads. The CMATS report shows a one way out road for Douglas Road without land take or destruction of walls/gardens	Please see the NTA's response to Issue 12 in this report
NTA-C9-1117	Congestion is caused by Douglas Village and school peak hours only. Traffic volumes generally are not an issue on the Douglas Road and throughout the day. Please consider to; i) fix traffic routing in and around Douglas Village; ii) develop a plan for the safe processing of school related traffic and iii) introduce traffic management measures on the Douglas Road - bus gates (timed or otherwise), modified speed limits etc.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1117	The proposed bus gates will eliminate direct access to St. Finbarr's and South Infirmary Hospitals and cause traffic mayhem in the Well Road, Hettyfield (and surrounding estates)	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1117	The proposed road will remove or negatively impact on the listing of many listed and heritage designated dwellings and curtilages on the Douglas Road, including the destruction of listed walls and gardens.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1117	The concept of routing a 17.0m wide road through an area where the existing road is a mere 5.5 m wide in places is unacceptable	Please see the NTA's response to Issue 9 in this report
NTA-C9-1117	Route I is the most environmentally damaging and amongst the most expensive of the 10 routes "assessed"	Please see the NTA's response to Issue 4 in this report
NTA-C9-1117	Objection to the loss of residential parking on Upper Douglas Road, Ballinlough Road and Wallace's Avenue	Please see the NTA's response to Issue 5 in this report
NTA-C9-1117	Objection to the removal of trees, hedges and shubbery on the Douglas Road and gardens	Please see the NTA's response to Issue 4 in this report
NTA-C9-1117	Specific detailed notices should have been sent to all affected homes whether affected by CPO's, loss of on-street parking, impacted by rerouted traffic, local schools etc.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1117	Proposal will affect ground water drainage patterns and more than likely lead to the development of sink holes and consequential settlement of residences	Please see the NTA's response to Issue 7 in this report
NTA-C9-1118	It will not be safe to cross three or four lanes to enter a driveway.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1118	The revised traffic plans will cause chaos at school drop off/collection times with proposed new diversions and bus gates. I believe that the real problem with local traffic is in Douglas Village	Please see the NTA's response to Issue 2 in this report
NTA-C9-1118	The proposal will destroy the local (and a significant part of Cork City's) green environment which cannot be replaced with new planting	Please see the NTA's response to Issue 4 in this report
NTA-C9-1118	Concern that the work will cause house settlement	Please see the NTA's response to Issue 7 in this report
NTA-C9-1121	Objection to proposed bus gate on Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1126	Making bus more frequent and have a better timetable on its app would be best. Make the leap card top up available at all supermarkets. At rush hours drivers tend to let everyone on for free because it would take too long to return change (because no leap card) and take different forms of payment.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1126	Often buses don't show on the time listed, certain bus items disappear suddenly after listed "arrival time in 10 minutes" The lack of frequency/lateness shouldn't be attributed to traffic	Please see the NTA's response to Issue 10 in this report
NTA-C9-1126	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1128	The Maryborough to Cork route does not address many bottlenecks	Please see the NTA's response to Issue 2 in this report
NTA-C9-1128	Objection to proposed changes to the finger post roundabout	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C9-1128	I am concerned about changing southern road to one way for outbound traffic without the proposal explaining where inbound traffic would be directed	Please see the NTA's response to Issue 2 in this report
NTA-C9-1140	It will become more difficult to enter and leave our park due to increased width of the road and the proposed changes of direction to and from Douglas and town	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1140	Increases in road traffic will lead to corresponding deterioration in noise pollution levels	Please see the NTA's response to Issue 4 in this report
NTA-C9-1140	The removal of parking facilities from some houses will cause and increase in parking in Ballincurrig Park	Please see the NTA's response to Issue 5 in this report
NTA-C9-1140	This plan will see a reduction in the attractiveness of our area and a disturbance to our community	Please see the NTA's response to Issue 7 in this report
NTA-C9-1140	Removal of trees and shrubs will increase noise pollution levels	Please see the NTA's response to Issue 4 in this report
NTA-C9-1140	Pedestrians, including school children and pensioners, will find crossing the newly widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1141	Objection ot closing the Douglas Road to traffic into the city at Bellair	Please see the NTA's response to Issue 2 in this report
NTA-C9-1141	Objection to the use of the Douglas Road as a main thoroughfare for Buses and increasing the number and frequency of Heavy Vehicular Movement. Concern over traffic diversions from Douglas Road to residential parks. Consider traffic movements for school runs and onward journeys.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1141	The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties. Limestone walls, iron gates and railings should not be removed	Please see the NTA's response to Issue 4 in this report
NTA-C9-1141	The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1141	The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would discharge into the Douglas Estuary. This would further exacerbate the existing risk of flooding.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1141	The proposal is to remove all parking for "Drop off's" along the Douglas Road, will cause substantial traffic issues.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1141	Concern that the bus corridor would disrupt the settled community. There will be disturbance from buses running 24 hours per day, 7 days per week.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1141	This Proposal will substantially devalue the properties along the Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-1141	There are a substantial number of very mature trees and shrubs that would have to be removed	Please see the NTA's response to Issue 4 in this report
NTA-C9-1141	I was not formally informed about this proposal. There has been little efforts made to inform the "wider" community on this proposal	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C9-1141	Increased risk to pedestrians, in particular children	Please see the NTA's response to Issue 3 in this report
NTA-C9-1141	Query if a Traffic Management Plan has been undertaken Concern that no Environmental Impact Statement was completed for this proposal Concern that it appears that there was no Heritage Study completed for the Douglas Road and its environs Consider carrying out a Storm Water Study	Please see the NTA's response to Issue 1 in this report
NTA-C9-1142	Drivers navigating from Bel Air through to Boreenmanna Road/South Link Junction and are an inconvenience of residents of all the roads mentioned.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1142	Journeys times will increase dramatically as the traffic backs up from the South Link through Castlegreina Park all the way back to Bel Air	Please see the NTA's response to Issue 2 in this report
NTA-C9-1142	Alter the bus stop at St Finbarrs so traffic can pass the stationary buses	Please see the NTA's response to Issue 12 in this report
NTA-C9-1142	Removing roadside parking from the one way routes pushing those vehicles onto Bernadette Way, Castlegreina Park & into Marble Hall	Please see the NTA's response to Issue 5 in this report
NTA-C9-1142	The proposed changes for Douglas Road & Ballinlough Road are dangerous to children heading for school and, increase the risk of accident for drivers navigating from Bel Air	Please see the NTA's response to Issue 3 in this report
NTA-C9-1146	Request for more visual detail on how this junction would operate.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1146	Will East Douglas Street become 2 way? What upgrade measures are proposed for the Relief Road to handle additional traffic? Suggestion that Douglas Road bus gate operate at peak hours only. Why is Southern Road not being utilised more as a corridor rather than diverting cars up High Street?	Please see the NTA's response to Issue 2 in this report
NTA-C9-1146	Support for segregated cycle lanes. Consider utilising wands and armadillo barriers and ensuring that drains are recessed into the kerb Brochure page 44. Consider cycle facilities down East Douglas street Why are cyclists being diverted on High Street rather than the more direct Southern Road? Concerns on the cycle lanes that approach the Kinsale Roundabout	Please see the NTA's response to Issue 13 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1146	Brochure page 52. A Bus Shelter is desperately needed on both sides of the road	Please see the NTA's response to Issue 11 in this report
NTA-C9-1146	Are car parking spaces to be retained on East Douglas Street?	Please see the NTA's response to Issue 5 in this report
NTA-C9-1146	Brochure page 52. Support for Toucan Crossing Brochure page 51. Consider creating a pedestrian crossing on the slip road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1146	Consider carrying out traffic observation study. Measure target times for bus gate operation with data surveys.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1148	The removal of parking is disadvantageous to small businesses. Concerns that damage will be done to trade in the city centre and smaller businesses not connected to the big shopping centres	Please see the NTA's response to Issue 5 in this report
NTA-C9-1148	Current traffic congestion occurs only at school times and bottle-necks. As such, the proposal will have little impact	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1148	Proposal benefits are not worth the amount of damage due to be done to the character and heritage of the Douglas area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1148	Cork is a hilly city where it frequently rains and is windy	Please see the NTA's response to Issue 9 in this report
NTA-C9-1148	The reduction of parking spaces throughout residential areas is of great concern	Please see the NTA's response to Issue 5 in this report
NTA-C9-1148	Proposal benefits are not worth the amount of damage due to be done to mature trees and green areas,	Please see the NTA's response to Issue 4 in this report
NTA-C9-1149	Douglas Road 1-way inbound with a Bus, Car and Cycle lane with the South Douglas Road facilitating outbound traffic from the city	Please see the NTA's response to Issue 12 in this report
NTA-C9-1149	The placement of a bus gate on the well road would divert a lot of this school traffic into the ballinlough road and the estates leading off it	Please see the NTA's response to Issue 2 in this report
NTA-C9-1149	Congestion charge in all cities in Ireland	Please see the NTA's response to Issue 12 in this report
NTA-C9-1149	I fully support the general thrust of the plans in terms of catering for future growth and reducing congestion	Please see the NTA's response to Issue 13 in this report
NTA-C9-1149	A traffic survey carried out for school and non-school periods would give you a decent insight into the traffic being funnelled through the Ballinlough area	Please see the NTA's response to Issue 1 in this report
NTA-C9-1157	'Dual Route' option of bus routes has not been presented therefore the owners and residents on the South Douglas Road have not been part of the consultation process.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 11 in this report
NTA-C9-1157	Support for the signalisation of the Fingerpost Roundabout. The measure warrants an early implementation, as an advanced works scheme, by the NTA.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1157	Proposals will lead to the destruction of a high value unique streetscape. The original aesthetic and cultural value of all the recessed gateways, entrances and original stone wall construction would be destroyed. The unique aesthetic and cultural interest of the boundary walls and gateways along the Douglas Road should be retained	Please see the NTA's response to Issue 4 in this report
NTA-C9-1157	The BusConnects STC proposal would eliminate the characteristic 'Walkability' of the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1157	Intelligent Transport Systems & Services, ITS can provide the means of managing and controlling access to the road network by private vehicles to the extent that the proposed STC will be deemed to be obsolete	Please see the NTA's response to Issue 12 in this report
NTA-C9-1157	Proposals have neglected conservation, biodiversity, aesthetic, cultural value, environmental and ecological impacts	Please see the NTA's response to Issue 4 in this report
NTA-C9-1157	The pricing of on-street parking can be used to achieve much better outcomes and reduce congestion	Please see the NTA's response to Issue 5 in this report
NTA-C9-1157	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1157	Support for more Park & Ride facilities	Please see the NTA's response to Issue 12 in this report
NTA-C9-1157	Consider the key importance of walking in the urban area, towards both the city centre and Douglas Village	Please see the NTA's response to Issue 12 in this report
NTA-C9-1158	Objection to the bus gate at Bellair. The adjacent parks and estates will not be able to cope with the increased traffic flows	Please see the NTA's response to Issue 2 in this report
NTA-C9-1162	Concerns over access and egress to properties	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1162	Concerns over traffic diversions from Douglas Road to Well Road and Hettyfield. Traffic from the South Link road will also be routed onto the Well Road. These roads is not suitable for increased levels of traffic. Consider signalling the junction at the GoGo site	Please see the NTA's response to Issue 2 in this report
NTA-C9-1162	Objection to the bus gate at Bellair	Please see the NTA's response to Issue 2 in this report
NTA-C9-1162	Walking an additional 600 metres to a bus stop under the new system is too far for many people	Please see the NTA's response to Issue 2 in this report?
NTA-C9-1162	Objection to the proposed road width	Please see the NTA's response to Issue 4 in this report
NTA-C9-1162	Concern that the construction works would take two to three years	Please see the NTA's response to Issue 8 in this report
NTA-C9-1162	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1162	Clarification required on naming conventions on the map, in particular, two bus stops located on what is described as Eglantine but is actually in Browningstown	Please see the NTA's response to Issue 1 in this report
NTA-C9-1162	Objection to the acquisition of front gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1162	Support for improving public transport, footpaths and cycle lanes	Please see the NTA's response to Issue 13 in this report
NTA-C9-1165	Objection to the impact proposals will have on local environment, green areas and peoples quality of life. The increase in road width and noise pollution will impact local wildlife and residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-1165	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1170	Objection to the removal of parking. The addition of bus routes does not negate the need for residents to own cars. Visitors, couriers and delivery drivers need spaces to park in	Please see the NTA's response to Issue 5 in this report
NTA-C9-1170	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1171	Objection to the removal of parking. Parking is required for carers and visitors	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1171	Objection to the potential acquisition of gardens. Gardens are needed for playing in and to protect local biodiversity. Gardens are beneficial to mental health	Please see the NTA's response to Issue 6 in this report
NTA-C9-1173	By having separate bus lanes that do not currently exist, this may unintentionally increase car usage	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1173	Many people are not travelling around the city in a straight line. They may well be travelling across town to multiple destinations in different parts of the city on the same day.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1173	I strongly suggest that the existing city bus fleet be converted to an environmentally friendly power source	Please see the NTA's response to Issue 12 in this report
NTA-C9-1173	Concern over the lack of evidence for assumptions being made about the future in the BusConnects report. No sources have been disclosed for any of the statistics and figures. The report does not consider changes in behaviour from Covid-19. Some figures presented are out of date. Bus Connects plan does not present actual bus user figures to reflect the daily number of users that the Cork bus network currently accommodates. The phrase 'number of journeys' is too vague.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1173	The local environment must be protected from the pollution emitted by traffic using our roads. Existing green spaces, woodland, wildlife and our air and waterways must be safeguarded. Wider roads will lead to an increase in traffic and noise pollution. This will be bad for the health of residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-1173	Objection to the removal of healthy mature trees such as those on the main Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1173	Delays by congestion is not the sole reason that commuters are not currently using buses. Privacy and a dislike of communal travel, social class, environmentally conscious citizens who prefer to cycle or use E-scooters/E-bikes and those who fear for their personal security are other reasons that should be considered. The issue of empty buses such as the No.207 travelling up and down the Douglas Road is a common phenomenon on city routes.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1173	To deal with congestion issues, it would be more cost-effective to ban SUVs from all city streets	Please see the NTA's response to Issue 12 in this report
NTA-C9-1173	I fear that by making the existing roads wider, you are making them more dangerous for pedestrians as there will be too many lanes of traffic	Please see the NTA's response to Issue 3 in this report
NTA-C9-1173	Traffic surveys should have been carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1181	There can be possible alternative routes such as using the South Douglas Rd and Douglas road as a loop	Please see the NTA's response to Issue 12 in this report
NTA-C9-1181	Objection to the bus gate at Well Road and to routing traffic through Bellair onto Ballinlough Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1181	Objection to the removal of beautiful hand built stone walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-1181	This proposed route will have a serious impact on the biodiversity of the area. The "extra" miles that people will have to travel in order to travel from A to B will cause extra emission pollution as well as more noise pollution	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1181	This proposal alone has caused undue mental stress and anxiety to hundreds of residents	Please see the NTA's response to Issue 1 in this report
NTA-C9-1181	Objection to the removal of parking in Ballinlough and surrounding areas	Please see the NTA's response to Issue 5 in this report
NTA-C9-1181	Objection to the removal of hundreds of beautiful mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1181	I am in favour of improving cycle lanes and improving/ adding footpaths	Please see the NTA's response to Issue 13 in this report
NTA-C9-1184	Residents of Whitethorn would have to leave or park and always turn left even if trying to go to town. Ballinlough Road is already busy and will get busier	Please see the NTA's response to Issue 2 in this report
NTA-C9-1189	Consideration should be given to using one road for westbound buses and the other for eastbound bus and cycle lanes	Please see the NTA's response to Issue 12 in this report
NTA-C9-1189	Consider using the Tramore valley park for part of a cycle route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1189	It is questionable whether bus lanes on the scale proposed are warranted for this area as traffic is generally free-flowing	Please see the NTA's response to Issue 9 in this report
NTA-C9-1189	Public transport needs to be reliable and frequent if people are to switch to using it from private cars. Real-time information at stops should be improved	Please see the NTA's response to Issue 10 in this report
NTA-C9-1189	School drop-off and pick-up times, simultaneous road-works on the Douglas & South Douglas roads, current traffic management system in Douglas village and poor traffic light phasing are the current causes of traffic congestion that should be addressed	Please see the NTA's response to Issue 2 in this report
NTA-C9-1189	Objection to the diversion of significant traffic through residential areas such as Cross Douglas Road, Victoria Avenue and other side-roads in the area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1189	Proposal will damage the character and heritage of the Douglas area. Objection to the removal of old limestone walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1189	Objection to the waste of a large amount of public money	Please see the NTA's response to Issue 1 in this report
NTA-C9-1189	Proposals will cause huge disruption and significant inconvenience to large numbers of residents and commuters while works are being carried out.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1189	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1199	Traffic coming from the N40 down the Douglas exit won't be able to turn left towards the city center. Consider allowing local residents to turn left.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1199	Objection to the location of a bus stop outside the property	Please see the NTA's response to Issue 12 in this report
NTA-C9-1199	A bus stop is planned to be set right in front of our master bedroom window which means people in the bus will be able to see inside our bedroom while the bus waits at the new bus stop.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-1201	Not allowing cars turning to main road towards to city only would push traffic to one side and creating more problem.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1201	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1202	Objection to the proposed plan to divert traffic along the Well Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1208	Proposals would cause traffic disruption	Please see the NTA's response to Issue 2 in this report
NTA-C9-1208	Proposals would increase noise pollution, increase air pollution, cause damage to the local environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-1208	Objection to the removal of access for local school drop-offs and collections	Please see the NTA's response to Issue 5 in this report
NTA-C9-1208	Proposals would cause devaluation of properties in the adjoining area	Please see the NTA's response to Issue 7 in this report
NTA-C9-1208	Proposals would increase danger to children in adjoining parks	Please see the NTA's response to Issue 3 in this report
NTA-C9-1210	Objection to the proposed bus gates on Douglas Road for the following reasons; This would increase the traffic on the Bellair / Wallaces Avenue area. Traffic coming from Bellair wanting to go via Wallaces Avenue faces two sharp turns. The Ballinlough Road does not appear to be suitable for increased traffic. Currently, traffic is moving well on the Douglas and Southern Road sections. The changes would increase traffic on the Evergreen Road and South Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1212	Diverting traffic from the main Douglas road through Belaire estate and down Wallaves ave means heavy traffic on a main road is diverted through unsuitable roads. Traffic diversions will push large volumes of traffic outside the Our Lady of Loudres primary school.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1212	Removing any parking from Wallaces ave will mean residents have nowhere to park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1212	Houses on Belaire Estate and Wallaces Ave will devalue if these proposals pass	Please see the NTA's response to Issue 7 in this report
NTA-C9-1212	Diverting traffic from the main Douglas road through Belaire estate and down Wallaves ave means heavy traffic on a main road is diverted through unsuitable roads. Traffic diversions will push large volumes of traffic outside the Our Lady of Loudres primary school.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1212	Removing any parking from Wallaces ave will mean residents have nowhere to park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1212	Houses on Belaire Estate and Wallaces Ave will devalue if these proposals pass	Please see the NTA's response to Issue 7 in this report
NTA-C9-1213	We and many of our neighbours are OAP's with mobility issues. We rely on our cars. Proposed traffic diversions will result in an additional ¼ of a mile of driving to access our homes	Please see the NTA's response to Issue 2 in this report
NTA-C9-1213	There will be a significant increase in road traffic and heavy goods vehicles which travel through our residential estate.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1213	The heritage & ambience of the Douglas Road will be severely impacted. A large significant quantity of landscaping will be removed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1213	The increase in traffic will increase noise pollution and air pollution to our homes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1213	The value of our property will be negatively impacted by the proposed changes	Please see the NTA's response to Issue 7 in this report
NTA-C9-1213	Objection to the removal of mature trees on the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1213	Many residents in the Bellair estate have suffered from structural issues due to subsidence. The increase of vibrations from heavy goods vehicles will worsen the situation.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1213	We support the idea of improving public transport links and cycle lanes	Please see the NTA's response to Issue 13 in this report
NTA-C9-1214	We and many of our neighbours are OAP's with mobility issues. We rely on our cars. Proposed traffic diversions will result in an additional ¼ of a mile of driving to access our homes	Please see the NTA's response to Issue 2 in this report
NTA-C9-1214	There will be a significant increase in road traffic and heavy goods vehicles which travel through our residential estate.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1214	The heritage & ambience of the Douglas Road will be severely impacted. A large significant quantity of landscaping will be removed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1214	The increase in traffic will increase noise pollution and air pollution to our homes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1214	The value of our property will be negatively impacted by the proposed changes	Please see the NTA's response to Issue 7 in this report
NTA-C9-1214	Objection to the removal of mature trees on the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1214	Many residents in the Bellair estate have suffered from structural issues due to subsidence. The increase of vibrations from heavy goods vehicles will worsen the situation.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1214	We support the idea of improving public transport links and cycle lanes	Please see the NTA's response to Issue 13 in this report
NTA-C9-1215	How will this proposed building works impact on our homes?	Please see the NTA's response to Issue 8 in this report
NTA-C9-1215	Objection to the removal of parking in the Wallace Avenue area. Parking is currently a difficulty and the possibility of losing our on street parking is very distressing. Car is required for work.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1215	This will create uncertainty, distress and difficulties for elderly people and this needs to be taken into consideration	Please see the NTA's response to Issue 1 in this report
NTA-C9-1215	Felling mature trees in the area is not good for the environment and will cause a total loss of character to this mature residential area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1215	How are parents expected to drop and collect small children?	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1215	Wallace Avenue area is apparently a subsidence zone.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1215	There is large school where it gets extremely congested a certain times during the day. A bus corridor will surely impact on safety of children.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1215	Objection to the removal of parking in the Wallace Avenue area. Parking is currently a difficulty and the possibility of losing our on street parking is very distressing. Car is required for work.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1216	Consider the daily pinch points of Douglas village and St Finbarr's hospital	Please see the NTA's response to Issue 2 in this report
NTA-C9-1216	Objection to the removal of historic walls and urban enrichment in the Douglas area. An expanded Douglas road will take any character out of the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1216	Proposals will be detrimental to the environment , bird populations which are already in decline and would add to air and noise pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1216	Concern over disruption during the construction phase	Please see the NTA's response to Issue 8 in this report
NTA-C9-1216	Felling so many mature trees in this area would be massively detrimental to the environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-1216	Consider Park & Ride facilities for schools	Please see the NTA's response to Issue 12 in this report
NTA-C9-1216	Objection to potential land acquisition from residents	Please see the NTA's response to Issue 6 in this report
NTA-C9-1216	The public consultation time lines and information dissemination has been poor	Please see the NTA's response to Issue 11 in this report
NTA-C9-1216	Concern over the potential for subsidence	Please see the NTA's response to Issue 7 in this report
NTA-C9-1216	It will make it more dangerous for vulnerable road users	Please see the NTA's response to Issue 3 in this report
NTA-C9-1216	Concern that no traffic or environmental impact surveys have been carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-1218	Alternative routes, such as the South Ring Road should be considered	Please see the NTA's response to Issue 12 in this report
NTA-C9-1218	Businesses all along the Douglas Road which are currently dependent on through traffic cannot be accessed by non-resident vehicles under the current plan.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1218	Bus Gates at the fly-over by the Well Road and at Bellair will cause traffic chaos to the routes which currently feed into the Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1218	Objection to the removal of greenbelt in front of the Reeveswood estate due to its visual and aesthetic value to residents. The Douglas Road is one of the last green urban corridors in Cork City. We must preserve and enhance these beautiful parts of Cork. There are approximately 50 recorded structures on the National Monuments Archive along the Douglas Road. Objection to the removal of historic stone wall boundaries from gardens.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1218	Our use and enjoyment of the property has never been hindered by the volume of traffic in the area	Please see the NTA's response to Issue 9 in this report
NTA-C9-1218	Widening the Road outside our home will require additional and brighter lighting to cater for the wider road. More extensive lighting will impact on resident's privacy as will an increase in the volume of double decker buses on the road. Increase in bus traffic will certainly lead to a problem with noise and air pollution for us.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1218	Concern for the impact of the required construction works on the Road and the length of time during which those works would have to be carried out.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1218	The proposed changes will have an impact on the values of properties along the Douglas Road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1218	I am very concerned at the proposal to remove trees along the road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1218	Objection to the removal of greenbelt in front of the Reeveswood estate. The green belt currently provides a safe space for pedestrians to walk, for buggies to pass and for children to step away from the traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1218	I did not become aware of these plans due to the public information campaign. A more robust information-sharing and public consultation process must be conducted before any further step is taken to review the development plan.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1218	Concern about the risk to property of subsidence which might arise from these construction works.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1218	My family and I support improvements in public transport and cycling infrastructure in the area between Maryborough and Cork City	Please see the NTA's response to Issue 13 in this report
NTA-C9-1218	Has any appropriate assessment or survey been carried out to assess the need for increased bus numbers and passenger capacity to move through the Maryborough to Cork City route? I would respectfully submit that this should be done as a matter of urgency.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1219	Heritage Impacts The evolution of Douglas Road can be traced back to the late 18th century The interventions proposed with Bus Connects will have an irreversible and detrimental impact on the cultural and heritage amenities of the road. In the Cork City Development Plan 2022-2028, there is an objective which seeks to restrict the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments that contribute to the historical fabric. Bus Connects, as currently drafted, represents a material breach of these objectives. DMURS notes that additional design considerations must be taken into account in areas of historic significance that are highly sensitive to interventions. Historic features help reinforce an area's character/place value and may also play a role in managing speeds. DMURS notes that the most appropriate course of action should be to minimise any level of intervention to existing historical features. An 'assessment of significance' should be prepared when dealing with interventions within historic core areas. This is seen as addressing/acknowledging essential elements of the historic urban environment which may have architectural, historical and technical significance.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1219	<p>Clermont Residents make the following observations:</p> <p>Whilst supportive of enhanced public transport and cycling infrastructure, we believe the proposal as currently drafted is deficient in its design evolution and inappropriate, due to the inevitable detrimental impacts not only on our properties, but on the amenities of all residents along the entirety of Douglas Road.</p> <p>Whilst Douglas Road is a key artery linking Douglas and surrounds with the City centre, it is nevertheless principally a residential street and the proposed interventions associated with Bus Connects are contrary to the principles of proper planning and sustainable development in fostering a safe and pleasant neighbourhood</p>	<p>Please see the NTA's response to Issue 13 in this report</p> <p>Please see the NTA's response to Issue 7 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1219	<p>Proposals to widen Douglas Road (a residential street) to 16.6m+ is counter intuitive to the principles of modern road design. The detrimental legacy of road widening projects has contributed to many examples of poor planning, where neighbourhoods were dissected, with scant regard for local communities, such as at Clanbrassil Street in Dublin and with the Blackpool bypass. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic – reference the UK Manual for Streets (2007). Minimum footway widths are based on the space needed for two wheelchairs to pass each other (1.8m) in areas of low pedestrian activity. whilst increasing footpath widths should be a priority for designers where appropriate, this should be accommodated by narrowing vehicular carriageways. The Bus Connects corridor proposes the widening of Douglas road up to 16.6m in places, including at Clermont Estate, to cater for footpaths, cycle ways, a bus corridor and regular carriageways, this includes 3.5m wide single carriageways. Bus Connects proposes a 3.5m carriageway in either direction (excluding the bus lane), which is the maximum recommended width and there is evidently scope to reduce this. Bus Connects is recommending 2m footpaths on both sides of the road, where 1.8m footpaths are equally feasible. The existing width of the public road/pavements along 1-4 Clermont is 15.5m, it is unclear therefore why the proposals include the requirement for a 2m reduction of all front gardens in order to secure a 16.6m corridor. It is our contention that if the footpaths were reduced marginally by 0.2m and the carriageways reduced to 3m, there remains ample existing road space to accommodate the proposals, without the requirement to procure private amenity space from residents along the route. Consideration could be given to the direction of traffic flows along the Douglas Road which might further reduce the extent of road space required and obviate the need to acquire third- party lands along the route. This does not appear to have formed part of the design process, which has rigidly applied maximum standards along the route, without consideration to the sensitives of the scale of proposed interventions.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>

Reference	Statement	NTA Response
NTA-C9-1219	<p>Street trees are an integral part of street design Street trees can also be used to enhance legibility by highlighting the importance of connecting routes and distinguishing one area from another The use of materials and finishes is also a defining element of a street, particularly where it is used to define the levels of segregation and integration within a street. The material palette can define space, calm traffic and improve legibility, reducing the need for barriers, signage and line marking in favour of texture and colour. Materials can be used to enhance the value of place and produce more attractive and cost-effective streets with reduced widths. The Bus Connects project currently lacks any consideration as to how hard and soft landscaping and tree planting could be used to mitigate impacts and how the use of materials to develop shared surfaces would allow for reduced carriageway, footpath and cycleway widths. The material, texture and colour of the carriageway are important tools for informing drivers of driving conditions. Research has found that the use of robust surface materials (such as block paving) can reduce vehicle speeds by 4-7 km/h alone. The use of paving, imprinted or looser materials (combined with no kerbing, is one of the clearest ways of reinforcing a low-speed environment and of signalling to all users that the main carriageway is to be shared. The use of such surfaces also adds value to place, particularly in historic settings. No consideration has been undertaken in this regard as to how reduced and shared carriageways maybe a more appropriate and palatable intervention on a historic artery such as Douglas Road.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1219	<p>There is scope to mitigate the compulsory acquisition of lands through a more considered approach to the reconfiguration of traffic flows along the Douglas Road Inadequate consideration has been given to the impact on residents, primarily from the unnecessary reduction in private garden space, particularly where there is ample existing road width, such as at Clermont, that obviates the need for any third party land acquisition. Minimising the acquisition of private lands should be a priority for the route designers to mitigate the risk of objection at planning stage and ultimately mitigate the risk of judicial review of any subsequent determination made by An Bord Pleanála.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1219	<p>Requirement for Environmental Assessments (EIA) Identification of the preferred corridor appears to have been undertaken without any meaningful consideration of the Environmental Impacts An EIA of the route selection process would forensically assess the impacts of alternative routes and inform the identification of a preferred route and allowed for the meaningful mitigation of impacts. An EIA would have considered the potential impacts of various corridor options regarding considerations such as; noise impacts; impacts on air quality; impacts on cultural heritage; loss of privacy and amenities; landscape and visual impacts; and the traffic and transportation impacts. The lack of an appropriate EIA and Traffic and Transport Assessment (TTA) as a precursor to the route selection process, constitutes a major deficiency in the design. There are also likely requirements that screening for Appropriate Assessment should have been undertaken prior to determination of a preferred corridor. Furthermore, given that Bus Connects maybe classified as 'Project' or a Plan', for the purposes of the Strategic Environmental Assessment Directive, given that it is being prepared by a State Agency, there is an obligation to undertake a Strategic Environmental Assessment of the project. For these reasons we contend that the process undertaken to date is procedurally deficient.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1224	<p>I strongly object to the proposal by the NTA to change the existing flow of traffic from Belair Estate/Ballinlough Road junction to the Ballinlough Road/Douglas Road junction.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1224	I strongly object to any proposal to remove onstreet parking from the Ballinlough Road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1224	The proposed increase in traffic volumes on residential roads may increase (cars / trucks etc) would lead to structural damage to properties.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1226	The traffic light system needs to be reviewed	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1226	The proposed vehicle access restriction from Douglas Village onto the Douglas Road will force parents to drive an additional ¾ of a mile through congested areas to access schools. The only congestion is from the traffic lights in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1226	I have children in local schools and sports clubs and find it will be impossible to safely drop and collect them	Please see the NTA's response to Issue 3 in this report
NTA-C9-1228	Sort out the village traffic lights and that's all that's needed!	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1228	Current sole congestion point is Douglas Village. Objection to redirecting cars up the Well Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1228	Proposal is dangerous for the schoolchildren on this route	Please see the NTA's response to Issue 3 in this report
NTA-C9-1229	The traffic light system needs to be reviewed	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1229	The proposed vehicle access restriction from Douglas Village onto the Douglas Road will force parents to drive an additional ¾ of a mile through congested areas to access schools. The only congestion is from the traffic lights in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1229	I have children in local schools and sports clubs and find it will be impossible to safely drop and collect them	Please see the NTA's response to Issue 3 in this report
NTA-C9-1233	There is no demonstration that the alternative routes that will be needed are capable of handling sufficient volume. The Ballinlough Road and Wallace's Avenue are unsuitable for increased traffic volume.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1233	Reconsider forcing bicycle traffic to cross at the top of Capwell road and use High Street to travel inbound. Cyclists will continue to use Southern road and avoid this longer proposed indirect route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1233	The proposed amount of parking spaces to be provided at St Finbars hospital are not sufficient. Residents will need to walk up to 400 metres from the nearest parking space which is very far for the elderly	Please see the NTA's response to Issue 5 in this report
NTA-C9-1233	The provision of cycle routes on the entirety of the Douglas road is welcome	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-1233	There is no traffic capacity figures included in the proposals	Please see the NTA's response to Issue 1 in this report
NTA-C9-1235	Consider moving the bus route onto the South Douglas Road, which is not used as frequently by regular traffic. Widen the section just after the Cross Douglas road leading down to Turners Cross and have all the buses travel on that route	Please see the NTA's response to Issue 12 in this report
NTA-C9-1235	Objection to the proposed bus gate at Bellair	Please see the NTA's response to Issue 2 in this report
NTA-C9-1235	There is an issue is coming from the Douglas Court roundabout on the Douglas relief road through Douglas Village, if this was corrected 95% of all delays would be sorted	Please see the NTA's response to Issue 2 in this report
NTA-C9-1235	Do not take our trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1235	There are too many wide footpaths and plazas and not enough lanes for the traffic at the Douglas Court roundabout on the Douglas relief road	Please see the NTA's response to Issue 9 in this report
NTA-C9-1236	The proposed cycle lanes start and end abruptly at the South Link Duel Carriageway	Please see the NTA's response to Issue 12 in this report
NTA-C9-1238	There is currently no congestion on the Douglas and Ballinlough roads	Please see the NTA's response to Issue 9 in this report
NTA-C9-1238	Residential parks like Bellair and Ballinlough road are too narrow and are unsuitable to accomodate an increase in the levels of traffic volumes	Please see the NTA's response to Issue 2 in this report
NTA-C9-1238	Cyclists are few and far between but when they are drivers have plenty of space to accommodate them	Please see the NTA's response to Issue 9 in this report
NTA-C9-1238	Bellair is highly used by people bringing their children to school at the top of the park. The main users of these roads now are residents elderly going to church and children going to school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1240	Objection to the removal of walls and changing the beautiful landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1240	I am opposed to the new bus corridor as I do not think there is a need for the roads to be widened	Please see the NTA's response to Issue 9 in this report
NTA-C9-1240	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1241	The Fingerpost is a historic part of Douglas and needs to remain where it is. Objection to the removal of walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1241	Objection to potential land acquisition of people's front gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1242	Proposals will impact Tesco	Please see the NTA's response to Issue 1 in this report
NTA-C9-1242	Proposals will create larger volumes of traffic especially in the mornings	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1242	Proposals will impact schools and hospitals	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report.
NTA-C9-1245	Consider one way systems across the Douglas Road and South Douglas Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	I ask that the pedestrian & cycle priority zone be replaced with a filtered permeability zone, making access by motorised vehicles impossible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	Preserve the name of the junction as "The Fingerpost". Consider a full Dutch style roundabout with protected cycle lane running around the circumference.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	In Map 9 it is unclear how the cycle facilities and bus gate at the top of Church Street affect the remainder of the street and transport for the residents	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-1245	Under the N40 flyover, the junction should include clear markings as to how cyclists would be directed across and how the traffic lights would facilitate that.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	Please provide large buildouts at all junctions to protect cyclists similar to Dutch designs	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	It is better to end a cycle lane at right angles in the direction of travel and then narrow the whole road after as it is clearer and gives better warning. The use of a merging lane where the cycle lane narrows to the point at which it disappears is inadequate	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	Continuity of cycle lanes is of utmost importance. Infrastructure must be segregated for this to be a success.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	At the Fingerpost junction the cycle lane buildouts are far too small to act as protection for cyclists going around the roundabout	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	Please ensure that there are an equal or greater number of bicycle parking stands in the area when works are completed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	The inclusion of near continuous protected cycle facilities being the best part of the plans.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1245	Consider improving facilities on the South Douglas Road which are currently dire for pedestrians and cyclists.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	Objection to the removal of trees along the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1245	There is no need to remove the tree at the junction of High Street and Summerhill South	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1245	In Map 10 around the Douglas Fingerpost Junction please add more trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1245	Please ensure that clear appropriate signage and road markings are included. Please make it clear that the road is two way for cyclists.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1245	Objection to potential land acquisition along Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-1245	Consider blocking access to Capwell Avenue at the north junction with Capwell Road by a rising bollard or similar at school drop off and collection times for safety reasons	Please see the NTA's response to Issue 3 in this report
NTA-C9-1245	Support for the conversion of High Street to a quiet street for cyclist and pedestrian provision	Please see the NTA's response to Issue 13 in this report
NTA-C9-1245	The provision of continuous cycle facilities at junctions is highly commendable	Please see the NTA's response to Issue 13 in this report
NTA-C9-1245	I want to commend the designers for the plan on Map 3 to make the junction of Capwell Road and High Street local access only by making the junction a pedestrian priority zone. I also commend the planned pocket park, we need more of these where possible.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1245	Overall I support the corridor designs	Please see the NTA's response to Issue 13 in this report
NTA-C9-1247	Consider using smaller bus vehicle or an alternative route	Please see the NTA's response to Issue 12 in this report
NTA-C9-1247	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1250	Objection to the running of the proposed 24/7 bus service	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-1250	Removal of these green aspects of the city would erode the character and soul of the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1250	Objection to the removal of communal and personal green spaces	Please see the NTA's response to Issue 4 in this report
NTA-C9-1250	Partially working from home will be affected by the noise levels of traffic that the area was not built for or created for can cater for	Please see the NTA's response to Issue 4 in this report
NTA-C9-1250	This proposed change will directly impact my property price by devaluing it	Please see the NTA's response to Issue 7 in this report
NTA-C9-1250	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1250	Does this route meet the CPO essential criteria? I will legally oppose any intent from the council of acquiring part of my property	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-1254	Objection to the removal of trees on the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1257	Support for improved bus system with frequent and on time buses	Please see the NTA's response to Issue 13 in this report
NTA-C9-1257	Objection to increased traffic volume on nearby roads not suitable to heavy traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-1257	Objection to increased traffic through Tramore Lawn	Please see the NTA's response to Issue 2 in this report
NTA-C9-1257	Lessons learned from nearby Mahon Skehard Road both in terms of planning, construction period and end result should be incorporated.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1257	Concern over the significant disturbance during the 2 yr upgrading project	Please see the NTA's response to Issue 8 in this report
NTA-C9-1257	Concern over the significant disturbance during the 2 yr upgrading project	Please see the NTA's response to Issue 8 in this report
NTA-C9-1257	Concern over the impact on parking in Tramore Lawn	Please see the NTA's response to Issue 5 in this report
NTA-C9-1257	Concern over damage to mature trees on Tramore Lawn	Please see the NTA's response to Issue 4 in this report
NTA-C9-1257	Concern over damage to mature trees on Tramore Lawn	Please see the NTA's response to Issue 4 in this report
NTA-C9-1257	The plan should include rational for such wide footpaths	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1257	The plan needs to be redesigned taken feedback from residents	Please see the NTA's response to Issue 11 in this report
NTA-C9-1257	Safety of children and pedestrians is also a concern and the plan should incorporate further information and details on how school traffic and children safety would be addressed	Please see the NTA's response to Issue 3 in this report
NTA-C9-1257	Concerns over the safety of children and pedestrians on Tramore Lawn with increased traffic	Please see the NTA's response to Issue 3 in this report
NTA-C9-1258	Delays are incredibly rare on the Douglas Road itself. They occur in Douglas Village.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1258	The bus routes currently offered along the Douglas Road are excellent. These buses run frequently and regularly.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1258	The Bellair Estate/Ballinlough Road/Wallace's Avenue junction is simply not equipped to manage the increased traffic being proposed	Please see the NTA's response to Issue 2 in this report
NTA-C9-1258	Douglas Road holds special historical and cultural significance within our city. The road is lined with beautiful limestone walls which should not be destroyed	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1258	Many of the trees on teh Douglas Road are very old and therefore irreplaceable. They should not be removed and/or destroyed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1258	No safety measures have been put in place at the Bellair Estate/Ballinlough Road/Wallace's Avenue junction for the hundreds of primary school children attending Our Lady of Lourdes Primary School.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1279	Objection to the proposed left turn from Bellair Estate to Ballinlough Road creating vast traffic volumes in a completely residential area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1279	Objection to the removal of parking for residents on the Ballinlough Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1279	The plan will also have a negative impact on property values.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1279	The idea of using this very narrow street to take the traffic from the Douglas Road down onto the Boreenmanna Road is not justifiable. This would result in bottlenecks in residential parks putting the safety of young children at risk.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1288	Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrian 2 meter footpath to cross	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1288	Consider a one - way loop which would involve both the Douglas and South Douglas Road(s)	Please see the NTA's response to Issue 12 in this report
NTA-C9-1288	Access issues for those attending schools and local hospitals	Please see the NTA's response to Issue 2 in this report
NTA-C9-1288	Extra lanes on Douglas Road will not solve traffic congestion in Douglas Village	Please see the NTA's response to Issue 2 in this report
NTA-C9-1288	Proposed plan seems at odds with the CMAT, Cork City Cycling Plan and DLUTS plan	Please see the NTA's response to Issue 1 in this report
NTA-C9-1288	Concern over increased noise and air pollution due to the construction process, extra buses, loss of trees and biodiversity	Please see the NTA's response to Issue 4 in this report
NTA-C9-1288	Concern over the potential impact on the health and wellbeing of residents with the loss of mature nature, uprooting residential community and neighbourhood, potential for loneliness, noise, light and air pollution.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1288	Objection to the removal of mature trees. Replacement trees will not replace like with like	Please see the NTA's response to Issue 4 in this report
NTA-C9-1288	Letters sent in summer post COVID with tight deadline for submissions Only a short advertisement in newspaper in late August did not highlight any local issues which were close to most residents.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1288	High risk area for subsidence and sinkholes - this risk will be increased for many residents in the area due to the level of construction that will have to take place in the area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1288	Safety concerns for residents of Bellair Estate on accessing their own property and accessing this Estate's thoroughfare. Safety of Primary and Secondary school children using Bellair Estate to attend local schools in the area.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1288	Maps are not to scale and the data in them is not up to date. Traffic surveys and simulation of traffic based on users changing behaviour to the proposed changes and restrictions not carried out in advance	Please see the NTA's response to Issue 1 in this report
NTA-C9-1290	An objectives of BusConnect is to make cycling safer. Two way traffic on East Douglas Street and Carrigaline Road will do the opposite.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1301	Traffic in fingerpost roundabout is already really heavy in certain times and by introducing the proposed design many of us families worry it is going to worsen for private vehicles	Please see the NTA's response to Issue 2 in this report
NTA-C9-1301	Concern over the impact of proposals on private vehicle users. Families need a private car to make it to a crèche, then a school and finally to our workplace in time	Please see the NTA's response to Issue 2 in this report
NTA-C9-1303	Concern over the potential creation of a rat run in Tramore Lawn	Please see the NTA's response to Issue 2 in this report
NTA-C9-1303	Objection to the removal of on street parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1303	My parents and family visit regularly but will this proposed change will deter them as parking will be an issue	Please see the NTA's response to Issue 5 in this report
NTA-C9-1303	Concern over increased risk of subsidence due to increased traffic volume	Please see the NTA's response to Issue 7 in this report
NTA-C9-1303	Concern over safety issues for children and pedestrians from increased traffic volume	Please see the NTA's response to Issue 3 in this report
NTA-C9-1305	Objection to the removal of disabled parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1305	My objection relates to the manner in which the proposed changes were communicated to the local residents	Please see the NTA's response to Issue 11 in this report
NTA-C9-1305	Safety concerns over dropping and collections outside the school and safety for the kids going and coming from school	Please see the NTA's response to Issue 3 in this report
NTA-C9-1311	Consider increasing the frequency of buses ,further reducing fares or providing free transport for all	Please see the NTA's response to Issue 10 in this report
NTA-C9-1311	Consider impact on character of the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1311	Consider environmental impact	Please see the NTA's response to Issue 4 in this report
NTA-C9-1313	Make Douglas Road and South Douglas Road one way only with space lane capacity being used for buses and cycling lanes	Please see the NTA's response to Issue 12 in this report
NTA-C9-1313	Consider increasing the frequency of buses	Please see the NTA's response to Issue 10 in this report
NTA-C9-1313	Objection to proposed traffic diversions through existing quiet residential areas - e.g. via Bel Air and past Our Lady of Lourdes school will also have health and safety implications	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1313	Objection to the removal of old stone walls, including where they form boundaries to buildings of architecture importance, provide character and visual attractiveness. Amenity value and character of existing urban fabric and public realm is highly valued by the community and must be considered	Please see the NTA's response to Issue 4 in this report
NTA-C9-1313	Impact of construction on existing traffic will be significant and extended	Please see the NTA's response to Issue 8 in this report
NTA-C9-1313	Removal of drop-off parking facility outside Eglantine school on Douglas Road has severe safety implications which do not appear to be considered.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1313	Proposed widening of Douglas Road will lead to severance of a fully integrated community	Please see the NTA's response to Issue 4 in this report
NTA-C9-1313	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1313	Implement a Park and Ride facility to south of Douglas Village	Please see the NTA's response to Issue 12 in this report
NTA-C9-1313	The consultation process has not been well timed to maximise public participation, taking place over summer and with public notices being high level with little detail of wide reaching impact.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1313	Proposed widening of Douglas Road to effective dual carriageway width will lead inevitably to an increase in traffic speed with consequent safety issues. Safety issues from traffic diversions through residential areas and from the removal of drop-off parking facility outside Eglantine school	Please see the NTA's response to Issue 3 in this report
NTA-C9-1313	Supportive of any initiatives to promote sustainable public transport, increase cycling as the transport method of choice and enhance safety for pedestrians	Please see the NTA's response to Issue 13 in this report
NTA-C9-1313	Maps used in the consultation documents appear to be outdated and do not take into consideration a number of recently constructed houses which are affected by proposed CPO	Please see the NTA's response to Issue 1 in this report
NTA-C9-1317	Suggestion that the scheme is extended to consider the crossing from the community park to Tesco. There is currently no pedestrian crossing here and it's quite dangerous given the poor car parking which takes place in the area and the speed of the cars who travel through there. Joining up the scheme to here would allow a more cohesive pedestrian oriented plan for the village	Please see the NTA's response to Issue 12 in this report
NTA-C9-1317	The plan to remove traffic through Douglas Village, with the exception of public and local traffic, is badly needed.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1317	Objection to the removal of the left lane from the South Ring road onto the Douglas Road. This will see residents of the Douglas Road take the earlier exit and then rat run through to the estates on the Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1317	I am very supportive of the plans to enhance the cycle lanes on the Douglas Road	Please see the NTA's response to Issue 13 in this report
NTA-C9-1317	I am very supportive of the plans to enhance the paths on the Douglas Road	Please see the NTA's response to Issue 13 in this report
NTA-C9-1317	I would like give my strong support to the broad objectives of this scheme.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1317	I would like give my strong support to the broad objectives of this scheme.	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-1319	Access & Egress to properties on the Douglas Road will be negatively impacted.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1319	St Anthony's, Eglantine, Regina Munda, Douglas Community School will be massively impacted as traffic will no longer be able to drive up the Douglas Road from Douglas village. Peak journey time is currently long and may increase with these proposals. Traffic will be diverted through unsuitable residential areas.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1319	Negative impact the health and well-being of residents, school children and their families.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1319	The construction process will impact all local residents and everyone attending schools / clubs in the area in terms of parking, traffic and pollution.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1319	Objection to the removal of parking in the Douglas area	Please see the NTA's response to Issue 5 in this report
NTA-C9-1319	Objection to the removal of trees in the Douglas area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1320	STC H already has provision for bus lanes on the Link Road - these should be used to bypass Douglas Village	Please see the NTA's response to Issue 12 in this report
NTA-C9-1320	Concern over the proposed impacts on traffic flows around the Douglas Road and the impact this will have on businesses. Concern over access for customers to businesses at the junction of Rhodaville Estate and Douglas Road. The proposed changes will put pressures on what is a relatively vibrant business community	Please see the NTA's response to Issue 2 in this report
NTA-C9-1320	Douglas Village becomes overloaded at school peak times only Concern over diverting city bound traffic to go via High Street and Bel Air. Apart from the adverse effects of the increased traffic load on Bel Air in particular, both of these routes have narrow bottle-neck sections which will become overloaded.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1320	The new parking area in St. Finbarr's is inadequate for the amount of traffic it is supposed to serve	Please see the NTA's response to Issue 5 in this report
NTA-C9-1320	If residents are forced off these roads due to the actions proposed, these roads will lose the 24 hour, human presence, activity and vitality that contribute to the ambience of Douglas Road.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1328	The proposed plans include turning High Street into one way traffic in the direction of Douglas Street (While Capwell Road is apparently still two way but with no turns in any direction at the High Street/Douglas Road/Southern Road junction). This would be a disaster for the residents on High Street with the only way back onto the street via Windmill Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1328	Objection to the removal of Famine Workhouse walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-1328	There has been no consultation with Bus Éireann. limitation of our current public transport, one of these major limitations is the inability to handle the demand for the services, especially at peak hours when due to the buses being full, people are forced to order a taxi.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1328	Objection to the removal of parking in front of St. Finbarrs Hospital	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1328	Objection to the removal of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1328	For all the declarations of faster journey times I have identified "pinch points" in the routes, e.g. Dennehy's Cross, where the traffic meets the bus corridors which will add on all the time that the corridors supposedly will save its passengers.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1333	Concern over proposed bus gate at Belair on Douglas Road redirecting traffic to South Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1333	Concern over the outbound cycle lane on Southern Road. Is it a case that cyclists will be sharing the bus lane when travelling outbound uphill?	Please see the NTA's response to Issue 2 in this report
NTA-C9-1333	If everyone followed the rules of the road the proposals may work, but every day we see people blocking yellow boxes, illegally parking, close passing cyclists etc without fear of reprimand	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1339	Explore the feasibility of having a one way system on the Douglas Road and the opposite one way system on the South Douglas Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1339	Objection to the plan to effectively turn Capwell Road into a cul de sac	Please see the NTA's response to Issue 2 in this report
NTA-C9-1339	The plan proposes to remove a lot of very old walls/driveways and structure which will ruin and take away from the period character of certain places on the Douglas road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1339	Concern over potential increase in noise and vehicle pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1339	Objection to the removal of parking spaces	Please see the NTA's response to Issue 5 in this report
NTA-C9-1339	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1339	The communication of the proposal has been very poor in my experience, it has been very word of mouth and finding out details by accident.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1346	Have you looked at the option of placing the bus gate at the end of Southern Road of Douglas Road, allowing people to still access the hospital St Finbarrs and Tesco? Look at contra flow traffic directions for example Douglas Rd west inbound, Douglas Rd east outbound.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1346	Strong objections to the proposal of a bus gate on the Douglas Road directing traffic up Belair Estate and the suggestion of making a left turn at the top directing traffic down the Ballinlough Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1346	Objection to the removal of parking on Ballinlough Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1346	I agree we need to improve our bus services/cycle lanes and make the city more free flowing, reduce the traffic inbound to the city	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-1347	<p>At the High Street/Capwell Road/Douglas Road junction the design should seamlessly join with the shared space as well allow easy access to the eastbound cycle track.</p> <p>The Capwell Rd and High St Junction image shows only a small section with a dropped curb, the dropped curve should be much longer to provide cyclists options to avoid pedestrians/other cyclists.</p> <p>The parking at the Belvedere Lawn/Douglas Road will require vehicles to reverse across the cycle lane with limited ability to see oncoming cyclists.</p> <p>This should be changed to parking bays that allow for parallel parking.</p> <p>the north west cycle track of the Fingerpost junction has a tight bend that is unnecessary and should be redesigned to prevent a quick left/right turn.</p> <p>The current and proposed layout of the roundabout is very poor for cyclists and should be redesigned with improved infrastructure to better cater for cyclists and pedestrians.</p> <p>Alter the designs to consider the cyclist and vehicular conflicts that may occur along High Street.</p> <p>Improve the High Street/Capwell Road/Douglas Road junction to better allow cyclists to transition between areas.</p> <p>Reconsider the orientation of the parking adjacent to the Belvedere Lawn/Douglas Road junction.</p> <p>Adjust the designs to consider cyclist movements to and from the cycling infrastructure along Douglas Road East and Douglas Relief Road at the Fingerpost junction.</p> <p>Improve the design of the Maryborough Hill/Greendale Road junction.</p> <p>Include cycling infrastructure at the Maryborough Ridge roundabout given its importance to core routes.</p> <p>Improve the designs to better accommodate cyclists turning right into side roads.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1347	<p>Cyclists making a left turn off Langford Row onto High Street could be met by an oncoming car, with limited room for maneuver.</p> <p>There should be a longer cycle track provided to cyclists to allow a great number of cyclists to wait while High Street clears of traffic.</p> <p>We have concerns for cyclists traveling uphill and being faced with oncoming traffic and the limited space available.</p> <p>Given the tendency for vehicles to give little space and travel at excessive speeds in this situation it is imperative traffic is slowed and priority given to the vulnerable road user.</p> <p>It should be made clear through signage and/or road markings that the cyclists should be given room by vehicles traveling downhill</p> <p>However, the Douglas Relief Road/Douglas Village Shopping Centre Junction is not aligned correctly to allow cyclists to safely travel from Douglas Road to East Douglas St.</p> <p>There is potential conflict with vehicles traveling left or straight on and requires cyclists to turn right then left in a very short distance while navigating a junction.</p> <p>The junction needs to be better aligned so cyclists can keep traveling straight while crossing the junction.</p> <p>Furthermore, it is not clear how the infrastructure provides a safe route for a cyclist from East Douglas St or Douglas Links Road to access River Bank without cutting across traffic or being diverted to the Well Road/Douglas Road junction.</p> <p>This is unsafe and does not follow the principle of directness.</p> <p>This junction needs to be redesigned to allow a cyclist to safely make a right turn on to River Bank Road.</p>	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1347	<p>Firstly, and most importantly, we commend the NTA and Bus Connects teams for progressing active transport infrastructure in the Cork area.</p> <p>BusConnects aims to create a more efficient public transport network, reduce bus journey times, create a safer environment for cyclists and pedestrians, better serve the needs of all road users and create a more sustainable and liveable city - all of which are supported by Cork Cycling Campaign.</p> <p>We particularly 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.</p> <p>Segregation of pedestrians and cyclists, though more difficult to achieve, has been achieved and reinforced through intelligent design features.</p> <p>We commend the BusConnects team's efforts in working towards the provision of one of the core routes in the Cork Cycle Network Plan 2017 and recommend that they update the 2017 documentation upon its successful completion.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-1347	<p>The drawing states there is an existing left turning ban at Belvedere Lawn.# This is incorrect, left and right turns are currently allowed. It is however currently one way.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1352	<p>Objection to the diversion of constant traffic from the Douglas Rd onto the Cross Douglas Rd</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1352	<p>Objection to the removal of parking due to the impact on ability to have visitors</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1352	<p>The diversion of constant traffic from the Douglas Rd onto the Cross Douglas Rd would affect our houses, as we live in a limestone area the foundations of the houses and roads are very unstable and will suffer from the high volume of traffic</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1355	<p>The traffic diversions will have direct impact on my home</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1355	<p>Concern over local environmental impact</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1355	<p>Concern over increased noise and air pollution</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1355	<p>I support improvements in public transport and cycling infrastructure</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-1357	<p>The traffic diversions proposed for cars also have a significant impact on my ability to get into my home and get work. An alternative to the proposed traffic gates should be considered</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-1357	<p>There are numerous alternatives available e.g., traffic management measures, bus priority lights, school buses, one-way loops, separating buses and bicycles, fiscal measures for cars in the city centre etc</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1357	<p>Objection to proposed road widening in the area ((almost midway between Douglas Village and the City) as there is no traffic congestion at this area at any time of the day. The congestion is in Douglas Village and occasionally accessing the City at peak times</p>	Please see the NTA's response to Issue 9 in this report
NTA-C9-1357	<p>Expanding the current road by adding an additional bus lane, path and cycle way will completely change the character of the Douglas Road.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1357	Concern over increase in noise pollution and vibrations that will be generated by a busy bus corridor	Please see the NTA's response to Issue 4 in this report
NTA-C9-1357	I strongly object to the cutting of the large old trees that line the Douglas Road. The Douglas Road is one of the last mature green routes in urban Cork and ought to be protected	Please see the NTA's response to Issue 4 in this report
NTA-C9-1357	Objection to potential land acquisition which will directly impact recently refurbished property. One of the planning conditions that applied to the refurbishment was to keep the old limestone stone walls that surround the house and that the entrance was not to be altered. These conditions should apply to this scheme and the heritage retained	Please see the NTA's response to Issue 6 in this report
NTA-C9-1357	Objection to methods used to notify residents of proposals. Lack of details, out-of-date drawings, tight submission deadline and lack of consultation are issues	Please see the NTA's response to Issue 11 in this report
NTA-C9-1357	I am supportive of plans to improve sustainable transport in the city, recognise the need to prioritise buses, improve cycling infrastructure and address car congestion. I am supportive of electric buses, park + ride, car-pooling, cashless fares and revamped fares and ticketing systems.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1357	Environmental Impact Survey should be carried out and considered. Consider choosing the least environmentally destructive route versus the most environmentally destructive route	Please see the NTA's response to Issue 1 in this report
NTA-C9-1362	Objection to traffic diversions	Please see the NTA's response to Issue 2 in this report
NTA-C9-1362	Opposed to this proposed improvement in public transport and cycling infrastructure	Please see the NTA's response to Issue 9 in this report
NTA-C9-1362	Opposition to proposed road widening	Please see the NTA's response to Issue 9 in this report
NTA-C9-1362	Concerns over increased light and noise pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1362	Concern over the construction process and potential destruction and disruption	Please see the NTA's response to Issue 8 in this report
NTA-C9-1362	Issues with the whole process and methods, notifications were sent to residents in an untimely late manner. A very rushed effort with a tight deadline for submissions.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1363	It will become more difficult to enter and leave our park due to increased width of the road and the proposed changes of direction to and from Douglas and town.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1363	Increases in road traffic will lead to corresponding deterioration in noise pollution levels exacerbated by the permanent removal of many trees and shrubs from the immediate vicinity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1363	The removal of parking facilities from some houses will cause and increase in parking in Ballincurrig Park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1363	The removal of parking facilities from some houses will cause and increase in parking in Ballincurrig Park. This will disturb and disrupt the daily play of the children in Ballincurrig Park	Please see the NTA's response to Issue 5 in this report
NTA-C9-1363	Objection to the permanent removal of many trees and shrubs	Please see the NTA's response to Issue 4 in this report
NTA-C9-1363	Pedestrians, including school children and pensioners, will find crossing the newly widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1364	Diverting traffic through Belair Estate onto the Ballinlough is a dangerous proposal. This narrow section of the Ballinlough Road between Belair and Carrigeen Park is exceptionally narrow and hazardous. Redirecting town bound traffic to the Ballinlough Road will create serious congestion. Objection to proposals to divert a huge amount of traffic including HGVs down the Ballinlough Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1364	The concept of making the Southern Rd a so-called "quiet road" is unnecessary. The houses on the Southern road are set back and at a higher level than the roadway unlike the houses on the Ballinlough Road which are very close to the traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1364	Cycling is not a viable form of transport for a significant proportion of the population particularly the disabled and elderly.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1364	Objection to the proposed removal of on street parking and suggesting that residents park in St Finbarr's Hospital	Please see the NTA's response to Issue 5 in this report
NTA-C9-1364	Objection to the removal of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1364	Redirecting town bound traffic to the Ballinlough Road will make access for emergency services virtually impossible. Currently, traffic on the street travels at high speed on the Ballinlough Road and there have been many serious traffic incidents. Increasing the volume and direction of traffic will increase the risk of pedestrians being injured or killed on the street. There is only one footpath on that section of Ballinlough Rd and it is so narrow that pedestrians and wheelchairs and pushchairs are often forced onto the roadway. The new traffic layout does not take into account the risk that increased traffic will pose to children accessing Our Lady of Lourdes NS and other schools in the area.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1365	Concern over access to local hospitals and shops	Please see the NTA's response to Issue 2 in this report
NTA-C9-1365	The proposal to prevent access directly to the city due to bus gates at Belair and other changes in flow, impacting access to our homes makes no sense for us the residents. Objection to traffic diversions through residential roads and increased traffic past primary schools	Please see the NTA's response to Issue 2 in this report
NTA-C9-1365	The proposal to have bus traffic running 24/7 on an increased frequency will result in increased pollution including air and noise	Please see the NTA's response to Issue 4 in this report
NTA-C9-1365	Objection to the removal of parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1365	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1365	Disappointed with the manner in which information about this proposal was distributed. Was made aware of the impact of the proposal by a neighbour who called to my door. We did not receive substantial information despite the fact that our property will face onto the proposed development should it proceed.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1366	The village of Douglas along with Douglas road will be damaged	Please see the NTA's response to Issue 4 in this report
NTA-C9-1367	The problem with the traffic congestion occurs only when the children are back at school. Proposed plans will increase traffic through Tramore Lawn.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1367	Objection to the removal of parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1367	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1367	The problem with the traffic congestion occurs only when the children are back at school. It would make sense to provide school buses which would alleviate much of the traffic congestion.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1367	The road is home to many young families and safety to children will be compromised with increased traffic flow.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1368	Diverting traffic through smaller parks between South Douglas Road and around Ballinlough will turn many residential areas into drive throughs which will not be fit for purpose. During School vacations there are no traffic problems on the Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1368	Objection to the removal of historic trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1368	Many of the children attending Schools in the Douglas / Ballinlough area travel from Carrigaline, Rochestown, Grange and Donnybrook. Could a drop of point (park and ride) for school children be created in Douglas Court car park where children could either walk or use shuttle buses to be taken to their schools in Douglas and Ballinlough	Please see the NTA's response to Issue 12 in this report
NTA-C9-1368	Opposition to potential land acquisition of existing gardens on Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-1368	Detailed examination of existing gridlock points e.g. school drop offs, crossing traffic, intersecting roads, to identify areas for improvement should be undertaken	Please see the NTA's response to Issue 1 in this report
NTA-C9-1369	Residential parks and narrow roads e.g city end of Ballinlough Road are not suitable for increased traffic flows	Please see the NTA's response to Issue 2 in this report
NTA-C9-1369	The proposed works on the Douglas Road will cause vibration issues way above normal, the Cross Douglas Road which is built on a limestone area , the likelihood of damage to houses in the area greatly increased, houses on the Cross Douglas Road where built in the late 1800's and foundations are shallow.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1369	The removal of over 100 mature trees along the route and destruction of biodiversity of habitat which is complete counter to Cork City Councils Air Quality Strategy 2021.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1369	Traffic diversions will make the area less safe for the residents and children going to Our Lady of Lourdes National School.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1370	Orbital bus routes should be developed. This current plan is simplistic, channelling everything into the city centre. As the city grows, flow needs to be orbital	Please see the NTA's response to Issue 12 in this report
NTA-C9-1370	In Douglas Village, local traders currently struggle to carry out their business, with deliveries being a challenge, and customer access even more so.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1370	The proposed changes to traffic flow will have a significant impact on traffic flow on secondary roads, such as Rosebank and Wallaces avenue. Traffic flow will significantly increase in areas that are clearly not capable of handling it	Please see the NTA's response to Issue 2 in this report
NTA-C9-1370	Objection to the removal of old walls	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1370	Objection to the removal of mature trees. Replanting is significantly less effective at carbon sequestration alone, versus proforestation	Please see the NTA's response to Issue 4 in this report
NTA-C9-1370	Consider current activities such as school drop offs at primary schools, where a significant portion of the students live outside the immediate catchment area	Please see the NTA's response to Issue 2 in this report
NTA-C9-1371	Ballinlough Road was not built to take the projected traffic from Douglas.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1371	Opposition to the removal of parking on Ballinlough Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1371	Concern over the resale value of properties on the route	Please see the NTA's response to Issue 7 in this report
NTA-C9-1371	Concern over the potential comprimisation of foundations of houses on the Ballinlough Road from increased traffic flows	Please see the NTA's response to Issue 7 in this report
NTA-C9-1372	This will lead to a much higher level of traffic going through residential areas. The Well Road is a very busy road as is. These areas are very congested at start and end of school times. This will be made worse by removing key access to the Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1372	Objection to the removal of a recreational park for children and residents of these areas. Ensuring we have green areas for children and residents and future generations is what we should be prioritising.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1372	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1372	Increased traffic flows in residential areas will make it more dangerous for children to do simple task such as walk to school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1373	The residential and historic character of the road will be destroyed. The changes will destroy historic walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-1373	The woods in Douglas will also be considerably impacted with losses to wildlife and animals.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1373	The well being and quality of life of the residents will be adversely affected. Many residents are elderly. Their quality of life will be significantly affected.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1373	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1375	Currently the Well Road has heavy traffic, particularly at peak-times, making it very difficult for residents to exit their homes safely. Increasing the traffic in the area will make this increasingly difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1375	The current Well road design specifically details not for heavy vehicles. Currently there are buses and heavy vehicles using this road putting wear and tear on the road surface. The proposed plan will increase the traffic and degrade the road further by increased use by heavy vehicles and buses.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1375	As per the increased traffic volumes the level of noise and air pollution will increase, impacting the health and wellbeing of residents.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1375	The proposed plan will result in increased volumes of traffic in the parks off the Well Road (e.g. Ardmahon Est, Hettyfield). These are currently quiet areas with young children at play. Increasing road traffic will cause increased risk for those Children.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1382	Consideration needs to be undertaken if two-way bus lanes are required.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1382	The main issue is the bottlenecks in Douglas Village itself. Part of the proposal is to remove two-way traffic on the main Douglas Road diverting traffic through residential areas that are already being used as rat runs!! It will cause more congestion	Please see the NTA's response to Issue 2 in this report
NTA-C9-1382	The proposal to get rid of the existing cycle lane on Southern Road and forcing cyclists to use High St is not practical as it adds to the journey and in particular incorporates a very steep road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1382	Removing set downs, disabled parking and emergency access to existing schools should be reviewed. The increased traffic will create a huge safety risk to children walking to and from schools at peak times. Safety issue, for children crossing safely from Rosebank, Baltimore Lawn and other avenues along the Douglas Road. Safety issue for the elderly population living in these residential areas, who will have to deal with the extra traffic	Please see the NTA's response to Issue 3 in this report
NTA-C9-1382	I'm in full support of improvements in public transport and cycling infrastructure in Cork.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1382	A review of the actual current and potential future traffic flows, and traffic management systems, then planning bus lanes once this information is gathered.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1383	Objection to traffic diversions from the Douglas Road and the Link road to come up the Well road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1385	Objection to the removal of the Fingerpost Roundabout which forms a beautiful entrance to our village and a lot of time and effort spent maintaining it.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1391	Primary school on Bell-air / Ballinlough road - now making it a dangerous road for young primary school going children with increased traffic	Please see the NTA's response to Issue 3 in this report
NTA-C9-1398	Propose that the small inroad roundabout outside the veterinary practice would be moved 50m back towards the current existing Fingerpost roundabout. This would retain the proposed bus gate but it would ensure that there was adequate access to our healthcare facility and adequate turning space for traffic arriving at the end of what is effectively a cul de sac for motor cars.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1398	There needs to be provision for disabled parking in the area	Please see the NTA's response to Issue 5 in this report
NTA-C9-1398	Under current proposals, there is no obvious vehicular access to the private parking spaces outside my dental practice and the adjoining medical practice on East Douglas Street. As healthcare providers, it is essential that elderly, infirm people or people with reduced mobility have good vehicular access to our premises	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1398	Retain parking in the area in recognition of the fact that people require vehicular access to healthcare facility. There also needs to be ambulance access to park and turn in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1404	Consider optimising the use of existing roadways using a variety of measures to improve the network for pedestrians, cyclists and public transport. That is, optimisation, enhanced ITS deployments, and restricted access for general traffic to provide bus priority within existing constraints, as against undertaking excessive road-widening and major construction.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1404	The conversion of the Fingerpost Roundabout to a signalised junction with pedestrian and cycle facilities would be a significant improvement in terms of Road Safety. The measure warrants an early implementation, as an advanced works scheme.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1404	Restricting access to Lislee Road from Newenham Drive with 'No Entry' signs and road marking to allow egress only at this junction would curtail the persistent 'rat-running' and excessive speeding that occurs on this narrow roadway at peak times.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1404	Incorporate a contra-flow cycle lane access to Lislee Road from Newenham Drive. Lislee Road would continue to be a two-way roadway with access and egress via the junction with Perrier Drive – Lime Trees Road East and a westbound exit only for all traffic onto Newenham Drive.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1404	Footpath construction as new extensions to the existing footpaths should be provided on the southern border of the Middle Green onto Limetrees Road East and on the western border of green area on Newenham Drive. Works or road lining to provide lane width reductions in line with the Manual for Urban Roads on each of the approaches to this key junction and entry treatments incorporating pedestrian crossings, junction narrowing with build-outs and reduced radii on corners are essential. Improving visibility and safety for pedestrians egressing from the Postman's Walk is essential. Road lining and longitudinal hatching/delineation outside parking areas to reduce lane widths as appropriate on the approaches to the junction - Lime Trees Road, Lime Trees Road East and Newenham Drive. Provision of Zebra Crossings on the Lime Trees Road East to cater for the Postman's Walk and Newnham Drive legs of the junction are proposed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1404	Concerns as to the impact of speeding vehicles on roadways through Maryborough Estate	Please see the NTA's response to Issue 3 in this report
NTA-C9-1405	Access to buses for those living in Ballinlough will now be very arduous.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1405	Look at the chaos that is now Town and accessing the Quays because of changes to the flow in traffic. A 10 minute journey is now 45 minutes. The same will happen in the Douglas area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1407	Objection to the removal of the beautiful walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-1407	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1407	The new plan is going to cause the traffic and access to schools to be less safe	Please see the NTA's response to Issue 3 in this report
NTA-C9-1409	It is also conceivable that the park might become a short cut – Rat-Run – for motorists diverting up Bellair estate and heading for the city centre. And as all car traffic from Ballinlough and all the residential parks on the Douglas Road will be diverted to the Boreenmanna Road – it is certain to cause problems in Castlegreina Park	Please see the NTA's response to Issue 2 in this report
NTA-C9-1409	Consider the dangerous situation at the top of Bellair at the Primary School (Our Lady of Lourdes)	Please see the NTA's response to Issue 3 in this report
NTA-C9-1411	Objection to the reduction in size of Ballinlough Park	Please see the NTA's response to Issue 4 in this report
NTA-C9-1411	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1417	Is it really going to be feasible economically to run a bus all through the night? Perhaps until a certain hour at weekends but not on weekdays.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1417	If all traffic coming off the link road is now going to be forced up the well road and through south lodge and adjoining roads, the traffic in our area is going to increase beyond recognition	Please see the NTA's response to Issue 2 in this report
NTA-C9-1417	I heard through word of mouth and most people I have spoken to about it were not even aware of it.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1417	There are very few speed bumps in the area as it is to deter already speeding motorists.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1417	I am fully in favour of a more sustainable transport infrastructure and I believe we need to make cycling a more attractive method of transport	Please see the NTA's response to Issue 13 in this report
NTA-C9-1420	Objection to the removal of parking on High Street. Parking on my road is already at a premium and there are often times that there are no spaces available.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1421	Objection to the re-routing of traffic on to the Well Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1421	Objection to the removal of trees on the Well Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1422	Objection to the removal of parking in the Pouladuff area	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1423	<p>Douglas Road is one of Cork's oldest suburban routes.</p> <p>The proposed Bus Connect Corridor will significantly impact a location that is part of Cork's historic urban fabric, and one recognised by its recent designation as an architectural conservation area.</p> <p>Many of the current houses along the Douglas Road date to the early part of the nineteenth century</p> <p>The demesne of these homes formed an integral part of their environment, with landscape gardens, walls and gateways, all forming part of the original builds</p> <p>The suburban growth of the early twentieth century remained sympathetic to the existing road, with many of the new houses using existing boundary walls and continuing to define the routeway.</p> <p>The existing plan will change this landscape forever, creating a very different urban environment in this quiet suburban area.</p> <p>In line with this the City Council has adopted a number of important objectives in relation to Cork's built heritage</p> <p>Under these objectives, the Council have signalled an intention to ensure the recording of protected structures (including their curtilages); to ensure that the historic landscapes of the city are protected, to consider further additions to the protected structures list for buildings in the National Inventory of Architectural Heritage, and to ensure that any development in Architectural Conservation Areas does not 'impact negatively upon features within the public realm, such as stone setts, cobbles or other historic paving, railings, street furniture, stone kerbing etc'</p> <p>National Inventory of Architectural Heritage. The Inventory currently contains twenty-six entries for properties along the Douglas Road</p> <p>Examples of architectural styles from the late eighteenth to the present are found along its bounds.</p> <p>Many of these properties front directly onto the road and even the most modern have sought to retain walls and other features of the historic environment</p> <p>I am not opposed to any plans to make Ireland greener or to move Ireland towards a carbon neutral future; I would, however, urge that you make these decisions with the holistic view of the term 'environment', at their core.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1426	Objection to the signalisation of the fingerpost roundabout.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1426	You are really making Douglas like the soul-less barren UK suburbs	Please see the NTA's response to Issue 4 in this report
NTA-C9-1426	Do not allow a beeper attached to the Toucan crossing lower Maryborough Hill. Please take this noise into account for residents trying to sleep at night.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1428	The diverting of traffic up Bellair park at the Douglas rd will be forced down Wallaces ave , bernadette way and Castlegreina park creating "rat runs"	Please see the NTA's response to Issue 2 in this report
NTA-C9-1431	Access and Egress issues entering and exiting homes. When travelling from the city, I will need to cross a traffic/bus lane, cycle lane, and 2-meter footpath to enter my home.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1431	Little or no consideration has been given to the impact of this plan on residents with disabilities or elderly residents	Please see the NTA's response to Issue 2 in this report
NTA-C9-1431	<p>Consider one-way loop with the Douglas and South Douglas Road.</p> <p>If the objective of this plan is to reduce traffic going to city centre, an alternative solution would be a variable congestion charge. With a properly constructed congestion charge, the need for a dedicated inwards bound bus lane would vanish and with it the need for much of the property acquisition proposed</p>	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1431	There will be increased noise and air pollution due to buses 24/7 and increase in frequency	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1431	There are frequently serious delays in getting to Douglas in the afternoon due to school traffic, yet I see no acknowledgement of or solution to this problem.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1431	Objection to bus gate at Bellair. Objection to bus gate at Well Road. Extra lanes on the Douglas road will not solve traffic congestion in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1431	This is an old, historic area, with tremendous character and protected stone wall boundaries.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1431	Health and Wellbeing will be negatively impacted by loss of mature nature, uprooting residential community and neighbourhood.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1431	Concern over noise and air pollution from construction	Please see the NTA's response to Issue 8 in this report
NTA-C9-1431	There will be huge access issues for schools and local hospitals (St Finbarr's, the South Infirmary).	Please see the NTA's response to Issue 2 in this report
NTA-C9-1431	Light and air pollution and loss of shading caused by the loss of over 100 mature trees. Replacement trees will not replace like with like (carbon sequestered by mature trees).	Please see the NTA's response to Issue 4 in this report
NTA-C9-1431	The letters of notification were sent in the summer post COVID with tight deadline for submissions. Letters were only sent to homes with CPOs, all other residents heard of the scale of the plans via word of mouth.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1431	This area is of high risk for subsidence and sinkholes - this risk will be increased for most of us by the construction process that will have to take place in the area. Residents are unable to get insurance cover at present,	Please see the NTA's response to Issue 7 in this report
NTA-C9-1431	The Douglas road will almost double in size in many sections. This presents a significant safety risk to pedestrians, especially school children, elderly and disabled residents.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1431	Support improvements in public transport and cycling infrastructure,	Please see the NTA's response to Issue 13 in this report
NTA-C9-1431	Has a cost benefit analysis has been performed? Has a risk assessment has been done on the safety of this plan for residents, pedestrians, local school children, etc. Has the impact of widening the road and increasing the traffic been assessed on safety grounds? Traffic surveys have not been carried out in advance. There is no quantitative data, merely a general perusal of options without any underlying data	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1438	<p>Move the planned location of the Bellair junction Bus gate (which is blocking all traffic from traveling inbound) closer to the city, placing it beyond St Finbarrs hospital at Southern Road/Capwell Rd junction. Implement the bus gate between 8-9.30am & between 4.30-6pm.</p> <p>If the Bellair Bus gate was to remain as per the NTA plans, residents in the St Finbarrs area should have access to their houses by car, therefore local access must be allowed at the bus gate junction.</p> <p>On-street parking to be retained between Belair and High Street as much as possible with the removal of the second unnecessary bus lane and the inclusion of bike only lanes.</p> <p>The main traffic issues are caused by the current city bound route through Douglas village and the Douglas Rd. Divert most in-bound traffic away from the village and allow local access only.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1438	The proposed two bus lanes along my section of the Douglas Road are an anomaly, as the rest of the road seems to manage with only one bus lane and two-way general traffic lanes. This short section of 350m is deemed to require an extra bus lane, one less general traffic lane, a one-way section, and a bus gate along with many restricted entrances.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1438	<p>Objection to proposed bus gate at Bellair.</p> <p>Bus journey time will be dictated by the traffic congestion caused by the right turn into Bellair. There is no turning lane proposed, and even if there was one, it would only be able to handle 3-4 cars due to the bend in the road. The Belair junction will therefore become a bottleneck.</p> <p>The proposed restriction to general traffic will lead to increased use of neighbouring side streets and create rat runs through unprepared housing estates.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1438	<p>Objection to the removal of beautiful and historic boundary stone walls</p> <p>Objection to damage to local heritage (56 structures listed in the national architectural inventory of Ireland)</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1438	There are no traffic issues on the Douglas Rd for most of the day and night so implementing this 24/7 new road layout seems excessive.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1438	Objection to the removal of existing green space and local biodiversity	Please see the NTA's response to Issue 4 in this report
NTA-C9-1438	<p>Objection to the removal of on-street parking.</p> <p>The offer of these replacement car spaces situated hundreds of meters from homes at St Finbarr's hospital is not a realistic option for many including elderly persons. The number and location of proposed parking spaces to be provided in St. Finbarrs will definitely not be sufficient for the needs of all those of us in the area.</p> <p>Parking is required for residents and for local tradespeople and nurses, carers and delivery drivers</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1438	There will be no direct access to St. Finbarr's and South Infirmary hospitals under the NTA proposal.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1438	The removal of parking proximate to my home will have a direct negative impact on the value of my property	Please see the NTA's response to Issue 7 in this report
NTA-C9-1438	Objection to the removal of up to 400 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1438	The Douglas Road element of the proposal does not comply with or reflect the Cork Cycle Network Plan (2017) or the Cork Metropolitan Area Transportation Strategy (2019), which proposed a one-way traffic loop with the South Douglas Road and Douglas Road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1438	Objection to potential CPOs from 2 to 20 meters effecting 96 houses	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-1438	<p>Information brochure that Busconnect say was recently issued to 9000 homes has not been delivered in my area.</p> <p>Residents on roads not on the route but directly impacted by changes either in traffic volumes or patterns or loss of parking have not been specifically informed.</p> <p>All initial communication from BusConnects has been carried out in the Summertime.</p> <p>The maps submitted are very hard to read and vague in details like exact amount of property to be taken by CPO, alternative routes, suitable and adequate parking options.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1438	<p>The Douglas Road area is prone to the development of sink holes (as was the case with one of my neighbour's properties) and subsidence, with several homes in the area already having to be underpinned. Excavation, compaction caused by heavy machinery and the construction of road surfaces will only make our properties more vulnerable</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1438	<p>Douglas Rd becoming potentially dangerous for residents, pedestrians, and school children.</p> <p>This will make crossing the road very difficult and dangerous for residents and the general public, in areas where there are not pedestrian crossings</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1438	<p>Increased traffic volumes around St. Anthony's national school will prevent parents safely delivering these young pupils to the school.</p> <p>Removing set down & disabled parking outside the schools should not be allowed.</p> <p>Traffic diversions to send North traveling traffic from outside Douglas must now turn right at Well Road and weave through housing estates to arrive at the local schools in the Douglas area, in particular Eglantine, St. Anthony's national school, Regina Mundi and Douglas Community secondary schools should be reconsidered. This impacts over 2500 pupils.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1444	<p>The proposed removal of the historic landmark the "Fingerpost" roundabout would be a terrible shame. The Fingerpost is part of the history of Douglas</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1444	<p>There is concern that the current 207 bus route will be replaced / rerouted. The residents of Donnybrook depend on this service. Donnybrook hill is very steep and it would be challenging for many elderly residents to walk up even from Grange Cross.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-1444	<p>I often use the 220 bus from Carrigaline into the Cork City Centre. I have experienced a number of busses passing my stop on Maryborough Hill as they are full.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-1444	<p>The creation of cycle lanes up Maryborough Hill and Donnybrook Hill while is a good idea they will not be used unless people have electric bikes as the gradient is way too steep for most people to cycle up especially any pleasure cyclists.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1444	<p>The new bus corridor will take away parking spaces for a number of residents - where are these residents to park their cars?</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1452	<p>The proposal to build a colossal road through a local neighbourhood will be forcing the large volume of school traffic into estates that are ill equipped to deal with such volumes.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1452	I believe the route chosen has the most negative effect on the local environment and heritage and does not at all solve congestion issues in Douglas village. The Douglas Road traffic flows well, particularly from the Johnson and Perrot Garage towards town, the traffic is consistently flowing. Extra lanes on Douglas Road will not solve traffic congestion in Douglas Village and would cause unnecessary upheaval, destroying large amounts of trees, gardens and historic stone walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1452	Diverting traffic through housing areas not equipped for it as well as added pressure on roads in an area that is already a risk area for subsidence are aspects to this plan that have not been researched to the degree that would be necessary.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1470	Im also opposed due to the loss of mature trees and old stone walls in the area it will change the look of the area forever. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve bus transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1470	I am opposed to the changes on the Douglas road because of the increased traffic it will cause through the parks along the well road and the danger to the safety of the children of the area and noise and traffic pollution it will bring.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1474	We walk and cycle where possible and enjoy the old stone walls and beautiful trees that line the Douglas Road which bring beauty and character to the area. The proposals if implemented mean that the road will almost double in width in many sections which will divide the community and render the area totally unrecognisable. It would completely change the visual landscape and consequently this will have major implications for our health and wellbeing and our ability to spend time outdoors in our community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1474	I am also extremely concerned about the very significant increase in bus frequency which will cause an increase in noise for our home. In addition the rerouting of traffic onto the South Douglas Road due to the proposed bus gate at the Well Road junction will lead to increased traffic along Tramore Lawn which will mean that we will be faced with additional traffic and consequent noise pollution issues at both sides of our property.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1474	If the proposal proceeds as planned it will lead to a loss of 175 square metres from our property which includes a significant portion of our garden, entrance way and parking as well as a number of trees and mature shrubs which provide privacy. It would mean that we are closer to traffic and the subsequent additional noise, light pollution and air pollution that would bring. Should this proposal proceed as planned it will completely change our home. The loss of that amenity space and the proximity of traffic and noise to the side of our property would effectively mean that the property would no longer fulfill our needs as a family of five people.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1489	Maryborough Hill Roundabout to Fingerpost Roundabout Junction (2.2.1) The Fingerpost Roundabout is a Douglas landmark. Removing that is emblematic of the abject lack of care and local understanding evident throughout this proposed corridor. Bus Gate at junction with Well Road: Bus Gate at junction with Belair estate: This will divert an unsustainable amount of traffic onto Belair estate, the Ballinlough Road and Wallace's Avenue. I have tried to quantify it, but the traffic numbers could easily triple on this very narrow, residential road. Diverting traffic through Wallace's Avenue and onto the Boreenmanna Road will also have a negative impact on the traffic flow as proposed by STC J – Mahon to City. It will simply create another bottle neck.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1489	Subsidence on properties in the area is endemic: There is legitimate concern that the unnecessary addition of city bound traffic will not only increase the occurrences of subsidence, but undermine the costly structural works already undertaken on properties to mitigate for subsidence.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1500	The proposed traffic diversions will have a significant impact on this section of road as traffic leaving Douglas Village will be diverted onto the South Douglas Road and will travel up Belvedere Lawn and Tramore Lawn.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1500	The proposals to cut down mature trees, removal of historic walls, and the resulting impact on habitats and biodiversity will have a negative impact on our enjoyment of our locality and consequently our health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1500	Noise pollution caused by the increase in frequency of buses along the Douglas Road. The fact that the intention is that buses will run 24 hours a day 7 days a week means that there will be a very significant increase in noise outside our homes Light pollution and loss of shading via loss of mature trees Air pollution due to construction process, extra buses and loss of trees in the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1500	We also have concerns about the potential devaluation of our properties due to being on a 17 metre wide road, loss of or reduced parking, access issues and being so close to roads being used as 'rat runs'.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1500	Privacy impact with double decker buses constantly passing our doors looking into our properties	Please see the NTA's response to Issue 10 in this report
NTA-C9-1502	Apart from spoiling the Douglas Road and surrounding area by felling trees, removing walls, and spoiling gardens, these plans also seriously affect the roads and developments off this road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1502	Apart from spoiling the Douglas Road and surrounding area by felling trees, removing walls, and spoiling gardens, these plans also seriously affect the roads and developments off this road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1502	We live in a democratic society and should really have a say in if we want our city to be a no-go city for cars. I don't remember signing up for a change in lifestyle where city dwelling car owners become second class citizens. These plans don't show us what life will be like within the city limits in 20 years, I will not be happy with any NTA proposal until someone describes honestly what it will be like to live in the city as a car owner.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1502	Apart from spoiling the Douglas Road and surrounding area by felling trees, removing walls, and spoiling gardens, these plans also seriously affect the roads and developments off this road.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1503	Extra bus lanes in Douglas Rd. will not solve the current traffic congestion at the Fingerpost Roundabout and Douglas Village.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1503	This further affects access to schools in my area , specifically Eglantine and St. Anthony's .	Please see the NTA's response to Issue 2 in this report
NTA-C9-1503	Environmental impact... the loss of mature trees, plants, biodiversity and ultimately destroying a beautiful historic road within walking distance of the city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1503	Environmental impact... the loss of mature trees, plants, biodiversity and ultimately destroying a beautiful historic road within walking distance of the city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1503	I enjoy living off Douglas Road, I regularly walk and cycle to work and enjoy the trees, birds and historic walls . Douglas Road will be destroyed with the new bus corridor, Douglas Road is currently one of the last green routes to the city.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1503	Environmental impact... the loss of mature trees, plants, biodiversity and ultimately destroying a beautiful historic road within walking distance of the city.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1503	There are much cheaper and greener alternatives than wasting a huge amount of tax payers money on widening a road and creating a concrete jungle highway. Please consider other alternatives such as a 1 way loop with South Douglas Road in the first instance , and further consultations with local representatives/ Cork City Council.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1503	The maps are not to scale for this area of Douglas Rd. The maps are out of date, several new houses have been built in the past couple of years Traffic surveys were not carried out in advance.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1503	Subsidence and Sinkholes. Douglas rd and Ardfallen/Hettyfield represent a high risk area for subsidence and sinkholes. This risk will be increased for all residents in the construction process of the Bus Corridor.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1503	The traffic chaos and congestion affecting all the parents, school goers and residents as a result of taking traffic off Douglas Rd. and pushing it into narrow roads in densely populated residential area. There are over 5000 students attending pre school, primary school and secondary school in this particular area of Douglas, the roads will be unsafe and unpleasant for all pedestrians ,cyclists and car users on Douglas Rd and all smaller roads off Douglas Rd.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1504	We would have concerns about the current proposal as believe we will be unable to park on Tramore Lawn in Douglas if the current proposals go ahead. The degree of change seems excessive as we have never had issues either driving to or parking near our daughter's property. We are prospective residents moving to the area and any such changes like this seem unnecessary.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1511	The Rectory is the long-term residence for the present and all future clergy in charge of the parish and is also their family home. In addition, many parishioners have reason to visit the house, which is also used for occasional parish meetings and other church events. As a result of its public accessibility, it is the one house that will be most affected by this development.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1511	As a result of the proposed Carrigaline road widening, there will be an inevitable increase in road noise because of increased traffic and because the Rectory building will be closer to the road. Aside from the obvious disturbance to the inhabitants and visitors to the Rectory, this is likely to severely decrease both the resale value and the property's appeal to prospective new clergy.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-1511	There is a wastewater biocycle (serving the rectory and the neighbouring two houses) on the land to be acquired to widen the road. Destruction of this biocycle will require these three houses to be connected to the public wastewater collection infrastructure. We would expect that the cost of this will be met by the National Transport Authority.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1511	The aforementioned likely increase in traffic could pose a danger to those entering and leaving the Rectory by car, some of whom are very elderly. Exiting is already hazardous due to the speed of traffic coming down the hill into Douglas and poor road visibility.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1513	The plan will effectively force traffic off the main roads, which were designed to handle traffic, into the estates which were not. It will negatively impact air quality and make estates more dangerous for walkers and cyclist, especially school children. There are many schools in this neighbourhood and people choose to live here because our children can walk or cycle everywhere.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1515	The average travel time from Douglas to City Centre (off peak) is under 20 minutes, so this new proposal and the huge level of disruption including the loss of part of peoples own homes that will happen will not improve the journey time to the City Centre for anyone and in my opinion, there is no justification for this based on that and the aforementioned points.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1515	Multiple access issues and risks for those attending schools and local hospitals (St Finbarr's, the South Infirmary).	Please see the NTA's response to Issue 2 in this report
NTA-C9-1515	Extra lanes on Douglas Road will not solve traffic congestion in Douglas Village.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1515	Loss of trees and biodiversity which will have a huge impact on the physical and mental health of residents and users of Bellair Estate.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1515	Increased noise pollution from the introduction of Buses in a 24/7 schedule and their increase in frequency.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1515	Loss of trees and biodiversity which will have a huge impact on the physical and mental health of residents and users of Bellair Estate. Health and Wellbeing with the loss of mature nature, uprooting residential community and neighbourhood, potential for loneliness, noise, light and air pollution. For anyone who walks the Douglas Road every night will see hundreds of people walking the road. Restricting this is extremely detrimental to people's mental health.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1515	Air Pollution due to the construction process, extra buses, loss of trees and biodiversity which will have a huge impact on the physical and mental health of residents and users of Bellair Estate.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1515	The route that has been chosen (of the 10 routes looked at) will have a devastating impact on the many mature trees who are well over 100 years old. It is not an environmentally acceptable solution will likely fail EIA directives Replacement trees will not replace like with like (carbon sequestered by mature trees)	Please see the NTA's response to Issue 4 in this report
NTA-C9-1515	Proposed plan seems at odds with the CMAT, Cork City Cycling Plan and DLUTS plan.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1515	There are cheaper and greener alternatives, I feel that this proposal is unacceptable for this reason. The proposals have far too significant an impact on local residents, are unnecessary and there are alternatives. Choose the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking ie. work within the current constraints of the road eg. with traffic measures	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1515	A more appropriate solution would be the introduction of a one - way loop which would involve both the Douglas and South Douglas Road(s).	Please see the NTA's response to Issue 12 in this report
NTA-C9-1515	Letters sent in summer post COVID with tight deadline for submissions. Only a short advertisement in newspaper in late August did not highlight any local issues which were close to most residents. Maps are not to scale and the data in them is not up to date.	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C9-1515	This risk will be increased for many residents in the area due to the level of construction that will have to take place in the area. Many houses are between 70 and 100 years old and therefore area must be at high risk.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1515	Health and Safety of myself, my family and residents of Bellair Estate on accessing their own property and accessing this Estate's thoroughfare. Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians - safety issue and likely to impede traffic flow. When travelling from the city, people will need to cross a traffic/bus lane, cycle lane, and 2 meter footpath to enter their homes.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1515	Safety of Primary and Secondary school children using Bellair Estate to attend local schools in the area, most notably Our Lady of Lourdes Primary School located at the beginning of Bellair Estate and the Ballinlough Road junction, who's lives will be in danger from a massive increase in the volume of traffic using Bellair Estate to access the City Centre by way of Wallace's Avenue junction on the Ballinlough Road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1515	Traffic surveys and simulation of traffic based on users changing behaviour to the proposed changes and restrictions not carried out in advance.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1516	We already suffer from a lack of public parks in Cork- this will worsen this situation, felling beautiful mature trees and not assist in the traffic challenges in Douglas village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1516	Broadening the douglas rd will have no impact on the bottle neck in the village and will cause considerable environmental harm.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1516	This proposal will remove some of the only green space and mature trees in the Douglas/Ballinlough area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1519	As regards the proposed flow of traffic down through Bel Air and down Wallaces avenue, this street is not capable of facilitating such a volume of traffic, least of all busses.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1519	The flow of traffic from Bel air to Ballinlough is also an issue due to a Stop sign on the corner that would require all traffic through Bel air to Stop and potentially causing a tail back at peak times.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1519	Increasing the flow here would also have serious implications for the safety of the children attending the school opposite Wallaces avenue and would create a serious bottleneck during peak times around school times.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1523	I believe the proposed changes will have a detrimental effect on all physical and Environmental aspects (including noise, light and air pollution) of the area surrounding and on the health and well being of what is a residential area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1523	I believe the proposed changes will have a detrimental effect on all physical and Environmental aspects (including noise, light and air pollution) of the area surrounding and on the health and well being of what is a residential area. I believe the proposed changes will negatively impact all age groups - from children to the elderly and their quality of life.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1523	While acknowledging the need for improvements, rather than the proposals that impact on local infrastructure, private residential property and parking I believe there are cheaper, more environmentally friendly, greener and less destructive options that could be considered.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 5 in this report

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NTA-C9-1527	The displacement of traffic, including vans and small trucks, that presently travel from Douglas Village and into Cork City has not been considered. It is very probable that this traffic shall cut through the parks adjacent to the Douglas Road causing traffic congestion, increased noise pollution and could potentially cause safety concerns in these family orientated parks, etc, etc....	Please see the NTA's response to Issue 2 in this report
NTA-C9-1527	The overall movement of traffic in this proposal is "flawed".	Please see the NTA's response to Issue 2 in this report
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NTA-C9-1527	The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road in an extremely negative way.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1527	The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would discharge into the Douglas Estuary. This would further exacerbate the existing risk of flooding in Douglas Village and environs. The displacement of traffic into the parks adjoining Douglas would cause increased Noise Pollution, Vibrations, Air Pollution as well as an increase safety risk to children playing in these parks, etc. The increased volume of Heavy Vehicular Bus Traffic along the Douglas Road would cause increased Noise Pollution, Vibrations, Air Pollution as well as an increased safety risk for children playing in these parks, etc.	Please see the NTA's response to Issue 4 in this report

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NTA-C9-1536	<p>Currently, the elderly can get a direct bus to CUH and students can get a reasonably direct route to all third level centres of learning.</p> <p>This proposal makes these routes longer by routing them via Kent station, which is totally at odds with traffic flow and will extend journey times.</p>	Please see the NTA's response to Issue 10 in this report

Reference	Statement	NTA Response
NTA-C9-1536	<p>I oppose the removal of the existing wall from the cross Douglas road junction to the Iceland Shop.</p> <p>This “Snecked limestone wall” (National Inventory of Architectural heritage), is unique and should be treasured, not bulldozed in a neanderthal manner like what is proposed, devoid of any consideration for the history it is part of.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1536	<p>Some of the houses whose gardens you propose to basically destroy, by widening the road, are listed in the National Inventory of Architectural heritage. (https://www.buildingsofireland.ie).</p> <p>Some of these houses were designed by the renowned nineteenth century architect, Arthur Hill.</p> <p>“The boundary walls and gates add to its setting and context, while also adding character to the streetscape” (https://www.buildingsofireland.ie/buildings-search/building/20871010/ilfracombe-douglas-road-coppingerstang-cork-cork).</p> <p>Furthermore, the City’s own development plan, lists three houses on the Douglas road, as protected structures (Redgarth, Ilfracombe and Kenilworth, page 134 of the Cork City Development Plan, 2022-2028). This proposal from the NTA destroys the character of these houses in my view.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1536	<p>To quote vol 3 of the Cork city development plan “The built heritage of Cork city is a finite and precious resource, as the buildings, streets and quays combine to give the City its unique expression. We all have a responsibility to protect, conserve and sensitively use our historic buildings.” (Page 2)</p> <p>“When a building is designated a Protected Structure, it is protected under Part IV of the Planning and Development Act, 2000 as amended. This means that owners and occupiers have a responsibility to ensure that the structure or any element of a protected structure is not endangered.”(Also page 2 of the same document.)</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1536	I oppose the felling of the trees on the Douglas road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1543	<p>The proposal is to remove all parking for “Drop off’s” along the Douglas Road, for example at Eglantine School, which means that the only vehicular drop-off being Eglantine Park.</p> <p>This will cause substantial traffic issues both on the Douglas Road as well as into Eglantine Parks.</p> <p>Traffic will be forced to travel onwards through the parks to the Ballinlough Road as well as the Well Road thereby increasing through traffic in these residential areas which will increase the risk of an accident near the schools. This is a major safety concern.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1543	<p>The displacement of traffic, including vans and small trucks, that presently travel from Douglas Village and into Cork City has not been considered.</p> <p>It is very probable that this traffic shall cut through the parks adjacent to the Douglas Road causing traffic congestion, increased noise pollution and could potentially cause safety concerns in these family orientated parks, etc, etc....</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1543	The overall movement of traffic in this proposal is “flawed”.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1543	<p>If an articulated vehicle travels from Douglas Village towards Cork City it has to stop at Bellair however, where does it go from there?</p> <p>This will substantially increase traffic through the parks adjacent to the Douglas road for vehicles trying to gain access to Cork City.</p> <p>If a parent is coming from Passage West/ Rochestown and is dropping off their child at Eglantine School and travelling onwards into Cork City for work – how do they travel onward from Eglantine School? (They will obviously cut through the parks adjacent to the Douglas Road thereby increasing through traffic in these areas, etc....)</p> <p>Blocking the main Douglas Road for traffic wishing to get to Cork City – especially from the people living along the Douglas Road and its environs - makes no sense. This will result in displacement of vehicles into adjacent parks, etc.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1543	<p>The Douglas Road has its own Heritage where historically - merchant families with businesses in the city - lived and continue to do so. The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties in question.</p> <p>These properties have cut limestone walls which are irreplaceable and have riveted wrought iron gates and railings that bound the Douglas Road.</p> <p>The proposal suggests the demolition of these cut stone boundary walls which are irreplaceable, etc..</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1543	<p>The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road in an extremely negative way.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1543	<p>The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would discharge into the Douglas Estuary. This would further exacerbate the existing risk of flooding in Douglas Village and environs.</p> <p>The displacement of traffic into the parks adjoining Douglas would cause increased Noise Pollution, Vibrations, Air Pollution as well as an increase safety risk to children playing in these parks, etc.</p> <p>The increased volume of Heavy Vehicular Bus Traffic along the Douglas Road would cause increased Noise Pollution, Vibrations, Air Pollution as well as an increased safety risk for children playing in these parks, etc.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1543	<p>This will cause substantial disturbance to this community during the night time hours as there shall be bus movements 24 hours a day, 7 days a week.</p> <p>Similarly to what has happened in other areas of the city (e.g., Wilton) where there has been an increase in noise pollution and vibrations, many families would have to move out of properties on the Douglas road.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1543	<p>The proposal to use the Douglas Road as a main thoroughfare for Buses and increasing the number and frequency of Heavy Vehicular Movement in this existing residential area would have a detrimental impact on the people living on the Douglas Road as well as adjoining estates.</p> <p>The Douglas road is a settled community where parents expect to bring up families in piece and quiet. However, to turn the Road into a busy Bus Corridor would completely destroy this existing environment.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1543	<p>There is no question whatsoever that this proposal would have a substantial negative impact on the Property values both along the Douglas Road as well as the adjacent areas.</p> <p>The extensive use of CPO's as proposed - would not only be a fundamental breach of the Irish Constitution – it would be a breach of the fundamental rules by which the CPO process is intended under Law.</p> <p>This proposal would destroy the very nature of this quiet and leafy suburb. The CPO of property owner gardens along the road and the removal of mature trees and shrubs would destroy the very environment that attracts families into this area.</p> <p>The CPO of Gardens would directly impact on the values of the properties along the road and in some instances; likely force the families out of their properties and relocate.</p> <p>The displacement of traffic from the Douglas Road and into residential areas would substantially devalue these properties. (This would be substantial).</p>	<p>Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-1543	<p>The removal of mature trees and shrubs and greenery. Note that the proposal is very silent on this impact!!</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1543	<p>The loss of privacy would change the environment along the Douglas Road in an extremely negative way.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1543	<p>Even when I was informed by a neighbour – I found it quite difficult to find out what the proposal looked like. In my opinion, there has been little efforts made to inform the “wider” community on this proposal which is a fundamental requirement of any consultation with the general public.</p> <p>The drawings are incomplete and do not properly reflect the proposal;- There are existing properties that are not shown on the drawings. These properties are subject to a CPO and are severely impacted by the proposal i.e., Knockrea Lodge (new), Liseevin - at the bottom of Woolhara Park, etc.</p> <p>I for one was not formally notified of the proposal and even when a neighbour brought it to my attention, I had to spend a substantial amount of effort to uncover what was proposed and in doing so, find that the information is lacking clarity.</p> <p>Considering the lack of proper “Notice” to the wider general public and a lack of proper research carried out namely;- Environmental Impact Statement, Heritage Study, Traffic Management Plan, Storm Water Study, – I would consider the presentation of this proposal to be disingenuous and as such, it should be withdrawn in full.</p>	<p>Please see the NTA's response to Issue 11 in this report</p>
NTA-C9-1543	<p>The displacement of traffic into the surrounding parks would substantially increase the risk to children who presently play football on the roads, etc.</p> <p>The increased traffic flows in these areas would also increase the risk to children and parents during school pick-ups and drop-offs, etc</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1543	<p>The increased volume of Heavy Vehicular Traffic along the Douglas Road raises serious concerns for pedestrians living in this quiet suburb.</p> <p>The displacement of vehicles into the adjoining parks and into areas where children are getting dropped off for schools raises very serious safety concerns.</p> <p>The families in this area enjoy infrequent traffic and mostly local traffic that would be aware of the fact that children are playing on or close to the roads.</p> <p>The existing Douglas Road has a number of schools on or immediately adjacent to it and there is obviously substantial footfall of parents and children during the drop-off times.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>

Reference	Statement	NTA Response
NTA-C9-1543	It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and Safety concerns in these parks. Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road and again, the traffic movements for these school runs and onward journeys have not been considered in any fashion.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1543	The proposal shows a blatant disregard for the any existing greenery along the Douglas Road. There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road. The visual impact as well as the increased pollution i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1543	This is a major "failing" of the proposal. The displacement of vehicles that presently travel from Douglas Village towards Cork City has not been considered whatsoever.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1543	This would normally be a prerequisite that a Heritage study be completed in advance of any proposals of this nature. The proposal shows a blatant disregard for the Heritage of the Douglas road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1544	As a cyclist I welcome additional cycle lanes and better bus services but I feel that the 'solution' to move all traffic from Douglas Road down a narrow street (Wallaces Avenue) is not only unworkable, but is dangerous to those who live here and go to school here and I urge you to find a solution to this aspect of the plan.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1544	It seems that the plan is to divert all traffic from Douglas through Ballinlough. Under the current plan all traffic will be diverted onto Wallaces Avenue causing traffic chaos in a residential area with young families, children and a busy primary school at the top of the road (Our Lady of Lourdes) and a busy secondary school at the other end of the street (Ashton). In addition, traffic will invariably start to move via the Ballinlough Road (taking 'short-cuts to avoid in inevitable bottleneck at Wallaces Avenue) - again disrupting what is a quiet residential area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1544	Traffic on Wallaces avenue is already a danger to local residents and we have previously campaigned for speed ramps as cars regularly speed up in order to catch the traffic lights at the bottom of the hill. This puts children at risk, especially those attending the primary school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1548	The business's in this area I'm sure will have a lot to say about this, school traffic and parking already affects these business during start and finish times I can only imagine the effect no parking outside the school will have.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1548	From the drawings of the douglas road I can see that there will no longer be parking spaces outside of the school on the douglas road. Where do you propose we can safely park to drop off our young children? This school has nearly 500 pupils, where will parents park or pull in to drop their children to school safely?	Please see the NTA's response to Issue 3 in this report
NTA-C9-1549	The proposed routes of directing cars down the Cross Douglas road and down Wallace's Avenue make no sense. They are very narrow roads with congestion as it is.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1549	Having grown up on the Douglas road I believe it would destroy the feeling of the area by destroying the beautiful old walls along the Douglas road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1549	Wallace's Avenue is just at our lady of Lourdes school where there is significant traffic. There is huge risk of accident to children by increasing the level of traffic there.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1562	<p>The residents of the protected structures from Ilfracombe to Trabeg lodge on the Douglas Road wish to express their concern at the proposed plans for the destruction of the physical structures including old historically important walls on Douglas Road</p> <p>The homes on this stretch of the road date from 1890 to 1915 and are listed by Cork City Council as protected structures</p> <p>The work proposed on the Douglas road to accommodate a 55ft transport corridor would be in complete contradiction to the city councils own development plan where historical structures are protected.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1562	<p>The damage caused by destroying walls, trees, and ecosystems could impact the foundations of these homes on Douglas Road.</p> <p>The presence of traffic closer in some cases by 23 feet to the houses cannot but have a detrimental effect on these structures.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1564	A more appropriate route for the cycle lane travelling down the Well Road would be to travel via Woodview (a low traffic volume area due to its one way status), which connects the Douglas Road with the Well Road via the Well Road roundabout.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1564	The green space in Douglas Hall Lawn is home to a number of species of wild animals including dozens of rabbits who graze freely in the green, foxes, hedgehogs and badgers. Increased numbers of cyclists in the area will undoubtedly disrupt the natural habitat of these wild animals and pose a bio-diversity risk.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1564	The re-routing of cyclists will add to this already high volume in a residential area where there are several households with a number of children in each household. In recent times, there have been a number of close calls involving children and speeding cars heading to the tennis court.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1564	I am very much supportive and welcome the bus connects proposals in relation to Douglas, as a regular public transport service user.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1570	The road is simply too small to accommodate the proposed level of traffic and to implement the proposed changes would have an extremely damaging effect on the long standing community on the road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1571	<p>which is located at Ballinlough Road the proposed traffic route will cause issues for my own local access, however these issues are small considering the overall benefit of the project.</p> <p>It would also potentially mean people driving into Marble Hall Park at the Ballinlough Road Entrance in an attempt to reach the Douglas Road Exit. The estate is small and would not be able to handle through traffic.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1571	<p>My suggestion would be to remove the Bus Gate at Bell Air and allow city bound traffic to continue as far as the the Bus Gate at the start of Douglas Road/Ballinlough Road.</p> <p>This would allow all people trying to reach St.Finbarrs Hospital from the East to continue along Douglas Road and enter the Hospital without being routed up Ballinlough Road.</p> <p>There is scope to widen the road between Bell Air and St Finbarrs Hospital by using the Hospital land.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1571	<p>My suggestion would be to remove the Bus Gate at Bell Air and allow city bound traffic to continue as far as the the Bus Gate at the start of Douglas Road/Ballinlough Road.</p> <p>This would allow all people trying to reach St.Finbarrs Hospital from the East to continue along Douglas Road and enter the Hospital without being routed up Ballinlough Road.</p> <p>The volume of traffic that would be routed along this part of Ballinlough Road would be huge and not suitable for this number of cars that would end up using the road.</p> <p>Considering access from Douglas to St.Finbarrs Hospital would now be blocked on the Douglas Road, the hundreds of people who work and use the hospital that live in Douglas and surrounding areas would end up being routed along Ballinlough Road to access the Hospital.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1573	The proposal will create a complete bottleneck at the end of the Boreenmanna Road, with further traffic looking to get onto the South City Link Road, which already has major traffic issues on rush hour mornings. By taking away the route along the Douglas Road, the plan basically will have knock on effects on the Blackrock Road, Boreenmanna Road, South Douglas Road and South City Link Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1573	Each of the homes on the Well Road will experience a significant decrease in the value of their homes, with additional traffic, litter, noise pollution, air pollution and access to homes all providing a problem.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1573	Only those subject to a CPO will be offered any compensation in relation to this, while each of the residents on the Well Road will be so negatively affected. The proposal is unrealistic, unworkable and, most importantly, increases the risk of tragic accidents and is a risk to public safety. It should be abandoned immediately.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1573	Children walk and cycle to school through these areas and the natural increase in traffic, especially at rush hours, will create risk of serious accidents on darker mornings. As a [personal information redacted], I am extremely concerned about potential accidents on the Well Road. The large increase of traffic, to include trucks, agricultural and commercial vehicles further highlights the potential hazards.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1577	<p>The proposed changes to the traffic on the Douglas road as well as in Douglas Village has not been properly considered and it is quite obvious that a proper Traffic Management Plan has not been undertaken. The displacement of vehicles that presently travel from Douglas Village towards Cork City has not been considered whatsoever. It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and Safety concerns in these parks.</p> <p>Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road and again, the traffic movements for these school runs and onward journeys have not been considered in any fashion.</p> <p>Closing the Douglas Road to traffic into the city at Bellair makes no logical sense whatsoever. It would result in increased traffic and displacement of vehicles into local parks etc.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1577	The Douglas Road has its own Heritage where historically - merchant families with businesses in the city - lived and continue to do so. The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties in question. These properties have cut limestone walls which are irreplaceable and have riveted wrought iron gates and railings that bound the Douglas Road. The proposal suggests the demolition of these cut stone boundary walls which are irreplaceable, etc..	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1577	The proposal to use the Douglas Road as a main thoroughfare for Buses and increasing the number and frequency of Heavy Vehicular Movement in this existing residential area would have a detrimental impact on the people living on the Douglas Road as well as adjoining estates. The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road in an extremely negative way. Increased traffic will cause substantial disturbance to this community during the night time hours as there shall be bus movements 24 hours a day, 7 days a week. The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would discharge into the Douglas Estuary. This would further exacerbate the existing risk of flooding in Douglas Village and environs.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1577	This Proposal will substantially devalue the properties along the Douglas Road as well as surrounding areas. In some instances, it will force families to vacate their properties.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1577	There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1577	Object to the extensive use of CPO's proposed. it would be a breach of the fundamental rules by which the CPO process is intended under Law. The CPO of Gardens would directly impact on the values of the properties along the road and in some instances; likely force the families out of their properties and relocate. This proposal would destroy the very nature of this quiet and leafy suburb. The CPO of property owner gardens along the road and the removal of mature trees and shrubs would destroy the very environment that attracts families into this area.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1577	As I was not formally informed about this proposal and I live [personal information redacted], I can only assume that many others who may be impacted by this proposal were also not advised. In my opinion, there has been little efforts made to inform the "wider" community on this proposal which is a fundamental requirement of any consultation with the general public. Therefore, I would contend that The National Transport Authority is in fundamental breach of their obligations to provide proper notice to the general public and furthermore, to provide the proper information as to the extent of the works involved. The drawings are incomplete and do not properly reflect the proposal	Please see the NTA's response to Issue 11 in this report
NTA-C9-1577	There appears to be no regard for the Safety of pedestrians. The displacement of traffic into the surrounding parks would substantially increase the risk to children who presently play football on the roads, etc. The increased traffic flows in these areas would also increase the risk to children and parents during school pick-ups and drop-offs, etc...	Please see the NTA's response to Issue 3 in this report
NTA-C9-1577	The proposal to increase the Heavy Vehicular Bus Traffic along the Douglas Road raises quite a number of concerns and is anti-family. a. The increased volume of Heavy Vehicular Traffic along the Douglas Road raises serious concerns for pedestrians living in this quiet suburb. b. The displacement of vehicles into the adjoining parks and into areas where children are getting dropped off for schools raises very serious safety concerns. The families in this area enjoy infrequent traffic and mostly local traffic that would be aware of the fact that children are playing on or close to the roads. c. The existing Douglas Road has a number of schools on or immediately adjacent to it and there is obviously substantial footfall of parents and children during the drop-off times.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1577	Object as there was no Heritage study or Environmental Impact Statement completed for this proposal.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1578	If the aim is to reduce the traffic congestion I would imagine that deterring cars from using the route at rush hours by using bus gates etc should be prioritised. This could be carried out without any road widening	Please see the NTA's response to Issue 2 in this report
NTA-C9-1578	I fail to see how a single bus lane is going to improve transport enough to warrant the extraordinary cost, environmental impact and disruption to residents living in the Douglas Road.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1578	Not to mention the fact that it could be acted on immediately without a lengthy and costly construction process. If successful the beautiful old trees in the area could be saved along with millions of tax payers euros. Please give due considerations to the many suitable alternatives suggested for these improvements and while these considerations are reviewed please look at some simple cost effective measures that can improve things right now without disruption to residents.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1580	Make the busses easier and more viable modes of transport and then maybe more people will be looking to use them. Also, elderly people that travel to say Douglas for shopping will now be unable to in their car meaning that they will have to lug whatever groceries they need from the nearest bus stop which isn't always that close to their homes and god forbid there's heavy rain during this time, they will be absolutely be soaked and return to their home which they can't afford to adequately heat due to the cost of heating and may become sick.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1580	While I understand that the high levels of schools near and on that path have made for problems in traffic levels, I believe this does very little to soothe that problem. This only move serves to move the traffic onto the south Douglas road which will now have to cater for double the traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1580	large portions of that road have beautifully built exposed stone walls that will be torn down, and those are the easier ones to rebuild. The others are brick and mortar with a screed and pebbledash, the likelihood is new material will be needed to make a new wall rather than repurposing it as may be able to be done with the stone.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1580	Some of these trees are large and old, some older than many of the people making the decisions have been in power and yet they will be rooted up from the place they have stood strong helping the environment, providing shelter and privacy at the whim of politicians trying to score points with an exciting new venture. I think it is wrong to do this not only to trees but also disturbing all the birds, insects and any other fauna that receives something from that tree be it oxygen, a home, food or just a place to rest.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1581	There is another primary school in the locality that has recently obtained safe crossing zone right outside the school gate and also a large set down area. The school also obtained during a school development a large dedicated staff carpark. Our school at this point in time does not have the luxury of these. No dedicated safe crossing, no safe set down area and very limited on street and school parking. The traffic and parking at drop off and collection times is already extremely busy and during bad weather especially it can be chaotic. We don't have the luxury of a dedicated set down area in or around the schools. On a daily basis we have to already contend with parking outside residential properties on quite a large portion of the areas proposed for change. The changes indicated in the not very detailed plans will make it more difficult to safely drop and collect our children from school.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1581	<p>Firstly those not on the bus route it is difficult to walk safely as there is a lack of signalled crossings. The proposed changes have not included in the outlying areas more safe pedestrian crossings. In fact with the increase of traffic it will make it more dangerous to access on foot.</p> <p>They can also feel unsafe, as there are a lot of drug users on this route regularly. Why would someone use a bus over their own vehicle if they had to contend with these issues on public transport,</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1583	The shown Bus-lane is erroneous, and traffic lanes on the South Link Road from above junction to city on MAP2 will be impossible to do. Engineers truly know this would have to be either only a single traffic Lane and one Bus lane entering city. The width is just not available for what is shown.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1583	The removal of mature trees and putting in of small sampling will only reduce the amount of CO2 take up because of total leaf area size.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1583	The extra water because of wider roads and road surface area will now be going into drains instead of gardens and grass verges that are going to be removed this will affect the ground water level table along the route which may cause even more subsidence to properties in the Ballinlough area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1586	make the Douglas and South Douglas Roads one way, with a bus lane, car lane, cycle lane and footpaths on each.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1586	One-directional bus services on Douglas and South Douglas Road could still begin or end at Maryborough, but a bus hub at the Douglas end, for example, close to the Fingerpost in Douglas might be useful.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1586	<p>The proposal to divert traffic off the Douglas Road and into inadequate side streets, to facilitate bus gates, will cause its own congestion and chaos, particularly at school drop-off and pick-up times and during the evening rush hour</p> <p>one suggestion for lessening traffic on Douglas Road is a detour route from Douglas village along the N40 and N27.</p> <p>I wonder if the planners are conscious that one, not infrequent, cause of periods of congestion on the Douglas Road has been incidents that halt traffic on the South Ring Road:</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1586	Driving the proposed highway, with two bus lanes, two car lanes, and two bike lanes, through Douglas Road would be an act of vandalism that will achieve little but the destruction of what is best and most attractive about the place: and those attractions are important contributions to our city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1586	In any such arrangement, access to the GP service and veterinary practice, currently close to the Fingerpost, must be preserved with parking provided for users.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1586	<p>What's more, the habitats these trees provided, and their carbon-capture capabilities, will not be adequately replaced by the promised replanting programme. It will take another hundred years to achieve the maturity of some of the trees that the maps provided suggest are marked for felling.</p> <p>Destroying the beautiful treescape will sweep away elements that provide its unique, pleasant, ambiance, including the sense of being close to nature. It is a philistine proposal.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1586	Proposals for Douglas Road results in residents finding themselves close up to traffic (where once they were protected by gardens) and faced with roads that are more dangerous to cross, particularly for a children and an elderly population.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1586	In addition, this highway would also have a massively detrimental impact on the lives of those who find themselves living along the city sections of new bus corridors; with some finding themselves close up to traffic (where once they were protected by gardens) and faced with roads that are more dangerous to cross, particularly for a children and an elderly population.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1587	<p>It appears that there was no Heritage Study completed for the Douglas Road and its environs. This would normally be a prerequisite that a Heritage study be completed in advance of any proposals of this nature. The proposal shows a blatant disregard for the Heritage of the Douglas road.</p> <p>The Douglas Road has its own Heritage where historically - merchant families with businesses in the city - lived and continue to do so. The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties in question. These properties have cut limestone walls which are irreplaceable and have riveted wrought iron gates and railings that bound the Douglas Road. The proposal suggests the demolition of these cut stone boundary walls which are irreplaceable.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1587	The proposal is to remove all parking for "Drop off's" along the Douglas Road, for example at Eglantine School, which means that the only vehicular drop-off being Eglantine Park. This will cause substantial traffic issues both on the Douglas Road as well as into Eglantine Parks. Traffic will be forced to travel onwards through the parks.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1587	<p>It is very obvious that the impact on all of the local residents on the Douglas Road as well as the wider environs would be substantially negative and irreversible. The proposal would undermine the very reason why families have established homes in this very close, tightly knitted and safe community over the decades.</p> <p>The Douglas road is a settled community where parents expect to bring up families in piece and quiet. However, to turn the Road into a busy Bus Corridor would completely destroy this existing environment.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1587	. There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road. The visual impact as well as the increased pollution i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1587	<p>The CPO of Gardens would directly impact on the values of the properties along the road and in some instances; likely force the families out of their properties and relocate.</p> <p>The extensive use of CPO's as proposed - would not only be a fundamental breach of the Irish Constitution – it would be a breach of the fundamental rules by which the CPO process is intended under Law.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1587	. The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road in an extremely negative way	Please see the NTA's response to Issue 4 in this report
NTA-C9-1587	As I was not formally informed about this proposal and I can only assume that many others who may be impacted by this proposal were also not advised. Even when I was informed by a neighbour – I found it quite difficult to find out what the proposal looked like.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1587	<p>It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and Safety concerns in these parks. Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road and again, the traffic movements for these school runs and onward journeys have not been considered in any fashion.</p> <p>there appears to be no regard for the Safety of pedestrians. The displacement of traffic into the surrounding parks would substantially increase the risk to children who presently play football on the roads, etc. The increased traffic flows in these areas would also increase the risk to children and parents during school pick-ups and drop-offs, etc...</p>	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1589	206, the reason for that is it is the one of the few routes that doesn't cross the city, it also deals with traffic in Douglas but as the frequency is every 10 minutes the drivers can take methods to avoid the negative impact this has on service for users. e.g if two buses get bunched together due to traffic one can transfer people to one bus and turn the now empty bus around to make up for the missing service.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1589	The road at ballinrea should be widened (at no cost to homeowners) and a crossing point enacted here to the carrigaline road should down the donnybrook hill not be an option. There is also a new bridge currently under construction in the area which could be utilised instead, again, the Mangala bridge is not and should never be considered an option.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1589	This is a drastic removal of Green spaces, Green Tree's and peoples homes and gardens just for more concrete, a wider road for trucks to utilise heading to the port of Cork, and all this under the guise of "connecting Cork", that to me is by definition greenwashing as all it will do is ruin what is left of Douglas in my opinion as a life long resident, walker, cyclist and driver. And once these changes are made we can never go back, 100 year old trees will never be replanted. I refuse to breathe in the fumes of busconnects and live with the consequences that the current design imposes. do better. we expect better. - Back to more local area's like the Frankfield road coming off the N40, those tree's that are proposed for removal under busconnects function as more than just pretty trees. they are the closest reprieve people in Frankfield have from the noise and fumes from the N40, by taking these away you will permanently damage a large residential area's air quality across frankfield, Grange and Douglas.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1589	welcome safer and better cycling infrastructure in Douglas, but busconnects does not provide for that, as a resident living in [personal information redacted] i can tell you i will never use a cycle path on a road way with trucks and buses where a cleaner off road option exists.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1592	Lastly, as with many state agency budgets, I believe your estimated cost of this plan is grossly short of what this plan would actually cost to implement.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1592	The proposed removal of hundreds of trees, many of which are over 100 years old, will have a hugely detrimental affect on both the landscape and environmental stability of the areas in question..	Please see the NTA's response to Issue 4 in this report
NTA-C9-1592	The communication from the NTA on this process has been disgraceful. You speak of a public consultation process yet it appears that if it were not for some proactive residents of the area I live in, the public consultation period would have come and gone without a single piece of communication to our neighbourhood from the NTA.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1592	If this plan is not successful in converting a huge number of car journeys into bus journeys, the new proposed new road layouts in the Ballinlough and Douglas area will just funnel the car traffic into totally unsuitable areas, primarily passed numerous primary schools thus increasing the danger for many young children attending these schools.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1593	If a parent is coming from Passage West/ Rochestown and is dropping off their child at Eglantine School and travelling onwards into Cork City for work – how do they travel onward from Eglantine School? (They will obviously cut through the parks adjacent to the Douglas Road thereby increasing through traffic in these areas, etc....).	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1593	It appears that there was no Heritage Study completed for the Douglas Road and its environs. This would normally be a prerequisite that a Heritage study be completed in advance of any proposals of this nature. The proposal shows a blatant disregard for the Heritage of the Douglas road. The Douglas Road has its own Heritage where historically - merchant families with businesses in the city - lived and continue to do so. The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties in question. These properties have cut limestone walls which are irreplaceable and have riveted wrought iron gates and railings that bound the Douglas Road. The proposal suggests the demolition of these cut stone boundary walls which are irreplaceable, etc..	Please see the NTA's response to Issue 4 in this report
NTA-C9-1593	. The proposal would undermine the very reason why families have established homes in this very close, tightly knitted and safe community over the decades.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1593	Negative impact on property values;- There is no question whatsoever that this proposal would have a substantial negative impact on the Property values both along the Douglas Road as well as the adjacent areas.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1593	No Environmental Impact Statement was completed for this proposal. The proposal shows a blatant disregard for the any existing greenery along the Douglas Road. There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road. The visual impact as well as the increased pollution i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1593	The extensive use of CPO's as proposed - would not only be a fundamental breach of the Irish Constitution – it would be a breach of the fundamental rules by which the CPO process is intended under Law. The CPO of Gardens would directly impact on the values of the properties along the road and in some instances; likely force the families out of their properties and relocate.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1593	The proposal to use the Douglas Road as a main thoroughfare for Buses and increasing the number and frequency of Heavy Vehicular Movement in this existing residential area would have a detrimental impact on the people living on the Douglas Road as well as adjoining estates. The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road in an extremely negative way.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1593	. This is a major “failing” of the proposal. The displacement of vehicles that presently travel from Douglas Village towards Cork City has not been considered whatsoever. It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and Safety concerns in these parks. Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road and again, the traffic movements for these school runs and onward journeys have not been considered in any fashion. Whilst the Proposal does consider cyclists - there appears to be no regard for the Safety of pedestrians. The displacement of traffic into the surrounding parks would substantially increase the risk to children who presently play football on the roads, etc. The increased traffic flows in these areas would also increase the risk to children and parents during school pick-ups and drop-offs, etc.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1596	<p>If an articulated vehicle travels from Douglas Village towards Cork City it has to stop at Bellair however, where does it go from there?</p> <p>This will substantially increase traffic through the parks adjacent to the Douglas road for vehicles trying to gain access to Cork City.</p> <p>If a parent is coming from Passage West/ Rochestown and is dropping off their child at Eglantine School and travelling onwards into Cork City for work – how do they travel onward from Eglantine School? (They will obviously cut through the parks adjacent to the Douglas Road thereby increasing through traffic in these areas, etc....)</p> <p>Blocking the main Douglas Road for traffic wishing to get to Cork City – especially from the people living along the Douglas Road and its environs - makes no sense. This will result in displacement of vehicles into adjacent parks, etc.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1596	<p>The proposal is to remove all parking for “Drop off’s” along the Douglas Road, for example at Eglantine School, which means that the only vehicular drop-off being Eglantine Park.</p> <p>This will cause substantial traffic issues both on the Douglas Road as well as into Eglantine Parks.</p> <p>Traffic will be forced to travel onwards through the parks to the Ballinlough Road as well as the Well Road thereby increasing through traffic in these residential areas which will increase the risk of an accident near the schools. This is a major safety concern.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1596	<p>The displacement of traffic, including vans and small trucks, that presently travel from Douglas Village and into Cork City has not been considered.</p> <p>It is very probable that this traffic shall cut through the parks adjacent to the Douglas Road causing traffic congestion, increased noise pollution and could potentially cause safety concerns in these family orientated parks, etc, etc....</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1596	The overall movement of traffic in this proposal is “flawed”.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1596	<p>The Douglas Road has its own Heritage where historically - merchant families with businesses in the city - lived and continue to do so. The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties in question.</p> <p>These properties have cut limestone walls which are irreplaceable and have riveted wrought iron gates and railings that bound the Douglas Road.</p> <p>The proposal suggests the demolition of these cut stone boundary walls which are irreplaceable, etc.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1596	The noise pollution, the vibrations, air pollution as well as the loss of privacy would change the environment along the Douglas Road in an extremely negative way.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1596	<p>The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would discharge into the Douglas Estuary. This would further exacerbate the existing risk of flooding in Douglas Village and environs.</p> <p>The displacement of traffic into the parks adjoining Douglas would cause increased Noise Pollution, Vibrations, Air Pollution as well as an increase safety risk to children playing in these parks, etc.</p> <p>The increased volume of Heavy Vehicular Bus Traffic along the Douglas Road would cause increased Noise Pollution, Vibrations, Air Pollution as well as an increased safety risk for children playing in these parks, etc</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1596	<p>This will cause substantial disturbance to this community during the night time hours as there shall be bus movements 24 hours a day, 7 days a week.</p> <p>Similarly to what has happened in other areas of the city (e.g., Wilton) where there has been an increase in noise pollution and vibrations, many families would have to move out of properties on the Douglas road.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1596	<p>The proposal to use the Douglas Road as a main thoroughfare for Buses and increasing the number and frequency of Heavy Vehicular Movement in this existing residential area would have a detrimental impact on the people living on the Douglas Road as well as adjoining estates.</p> <p>The Douglas road is a settled community where parents expect to bring up families in piece and quiet. However, to turn the Road into a busy Bus Corridor would completely destroy this existing environment.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1596	<p>There is no question whatsoever that this proposal would have a substantial negative impact on the Property values both along the Douglas Road as well as the adjacent areas.</p> <p>The extensive use of CPO's as proposed - would not only be a fundamental breach of the Irish Constitution – it would be a breach of the fundamental rules by which the CPO process is intended under Law.</p> <p>This proposal would destroy the very nature of this quiet and leafy suburb. The CPO of property owner gardens along the road and the removal of mature trees and shrubs would destroy the very environment that attracts families into this area.</p> <p>The CPO of Gardens would directly impact on the values of the properties along the road and in some instances; likely force the families out of their properties and relocate.</p> <p>The displacement of traffic from the Douglas Road and into residential areas would substantially devalue these properties. (This would be substantial).</p>	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-1596	The removal of mature trees and shrubs and greenery. Note that the proposal is very silent on this impact!!	Please see the NTA's response to Issue 4 in this report
NTA-C9-1596	The loss of privacy would change the environment along the Douglas Road in an extremely negative way.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1596	<p>Even when I was informed by a neighbour – I found it quite difficult to find out what the proposal looked like. In my opinion, there has been little efforts made to inform the “wider” community on this proposal which is a fundamental requirement of any consultation with the general public.</p> <p>The drawings are incomplete and do not properly reflect the proposal;- There are existing properties that are not shown on the drawings. These properties are subject to a CPO and are severely impacted by the proposal i.e., Knockrea Lodge (new), Liseevin - at the bottom of Woolhara Park, etc.</p> <p>I for one was not formally notified of the proposal and even when a neighbour brought it to my attention, I had to spend a substantial amount of effort to uncover what was proposed and in doing so, find that the information is lacking clarity.</p> <p>Considering the lack of proper “Notice” to the wider general public and a lack of proper research carried out namely;- Environmental Impact Statement, Heritage Study, Traffic Management Plan, Storm Water Study, – I would consider the presentation of this proposal to be disingenuous and as such, it should be withdrawn in full.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1596	<p>The displacement of traffic into the surrounding parks would substantially increase the risk to children who presently play football on the roads, etc.</p> <p>The increased traffic flows in these areas would also increase the risk to children and parents during school pick-ups and drop-offs, etc</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1596	<p>It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and Safety concerns in these parks.</p> <p>Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road and again, the traffic movements for these school runs and onward journeys have not been considered in any fashion.</p>	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1596	<p>The increased volume of Heavy Vehicular Traffic along the Douglas Road raises serious concerns for pedestrians living in this quiet suburb.</p> <p>The displacement of vehicles into the adjoining parks and into areas where children are getting dropped off for schools raises very serious safety concerns.</p> <p>The families in this area enjoy infrequent traffic and mostly local traffic that would be aware of the fact that children are playing on or close to the roads.</p> <p>The existing Douglas Road has a number of schools on or immediately adjacent to it and there is obviously substantial footfall of parents and children during the drop-off times.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1596	<p>This would normally be a prerequisite that a Heritage study be completed in advance of any proposals of this nature.</p> <p>The proposal shows a blatant disregard for the Heritage of the Douglas road.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1596	<p>The proposal shows a blatant disregard for the any existing greenery along the Douglas Road.</p> <p>There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road.</p> <p>The visual impact as well as the increased pollution i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1596	<p>This is a major “failing” of the proposal. The displacement of vehicles that presently travel from Douglas Village towards Cork City has not been considered whatsoever.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1599	<p>A traffic restriction on inbound general traffic to the city on the Southern Road, portion of High Street and the Douglas Road to the junction at Bellair Estate means that residents in these and surrounding areas will need to re route down the Cross Douglas Road (two way) on a street that cannot currently handle two way traffic to join the inbound traffic flows on the South Douglas Road.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1599	<p>Access to Marble Hall Park is severely restricted from Ballinlough / Douglas, with an existing proposal that the Ballinlough Road will be made one way outbound as will the Southern Road / Douglas Road route.</p> <p>This means that travelling to this park from further along the Ballinlough Road will necessitate a circuitous route from Ballinlough, via Bellair, Douglas Road, Cross Douglas Road, South Douglas Road, Turners Cross, Capwell Road to re-join the outbound traffic up the Southern Road.</p> <p>This places an intolerable access burden on those residents and unintuitive route for visitors and delivery agents to this location.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1603	<p>Many vehicles presently entering the Douglas Road at this junction need access for a number of reasons.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1603	<p>Specifically, traffic from Douglas Village which is heading for the City will be prevented from continuing on the Douglas Road at the Well Road junction. Instead, this traffic will have to enter and proceed along the Well Road.</p> <p>Also, traffic exiting the Ring Road on the slip road (exit 8) leading to the Douglas Road will be prevented from turning left onto the Douglas Road. Instead, this traffic will also have to enter and proceed along the Well Road. This traffic will be forced onto the Well Road and drivers will then have to find alternative routes through residential estates to get to their destinations. These residential parks were not planned for, nor designed to take additional large volumes of traffic.</p> <p>Also, preventing traffic on the Douglas Road from continuing towards the City and forcing them to turn right into the Bellair Estate will also have a negative and detrimental effect on the surrounding areas</p> <p>They will be forced to proceed down the narrow Wallace's Avenue and the Boreenmanna Road.</p> <p>The T-junction at the end of the Boreenmanna Road is frequently a bottleneck when traffic on the Link Road heading to the City is backed up preventing traffic from getting onto the Link Road.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1603	The proposals will remove old historic walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1603	The proposals will have a major negative impact on the Douglas and Ballinlough communities	Please see the NTA's response to Issue 4 in this report
NTA-C9-1603	The proposals will destroy large amounts of trees and gardens and remove old historic walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1603	The proposals will cause unnecessary upheaval, inflict compulsory purchase orders on a great number of residences and businesses,	Please see the NTA's response to Issue 6 in this report
NTA-C9-1603	I found your website and submission procedure very difficult. Many local people have the same complaint. As a result the number of submissions will be far less than what they should be.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1603	The increased traffic will make it unsafe for local residents, pedestrians and school going children.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1605	<p>my primary concern is the Bus Gate at Bellair estate.</p> <p>This proposed bus gate is diverting all traffic from the Douglas road directly around Our Lady of Lourdes National Girls School.</p> <p>The diversion of increased traffic directly to a national school puts all of these children at increased risk and makes no sense.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1610	<p>The proposed changes to the traffic on the Douglas road as well as in Douglas Village has not been properly considered and it is quite obvious that a proper Traffic Management Plan has not been undertaken</p> <p>The displacement of vehicles that presently travel from Douglas Village towards Cork City has not been considered whatsoever.</p> <p>Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road</p> <p>Closing the Douglas Road to traffic into the city at Bellair makes no logical sense whatsoever</p> <p>If an articulated vehicle travels from Douglas Village towards Cork City it has to stop at Bellair however, where does it go from there?</p> <p>If a parent is coming from Passage West/ Rochestown and is dropping off their child at Eglantine School and travelling onwards into Cork City for work – how do they travel onward from Eglantine School?</p> <p>The proposal is to remove all parking for “Drop off’s” along the Douglas Road, for example at Eglantine School, which means that the only vehicular drop-off being Eglantine Park.</p> <p>This will cause substantial traffic issues both on the Douglas Road as well as into Eglantine Parks. Traffic will be forced to travel onwards through the parks Page 3 of 4 to the Ballinlough Road as well as the Well Road thereby increasing through traffic in these residential areas which will increase the risk of an accident near the schools.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1610	<p>The area has some of the best examples of Victorian and Georgian Properties in Cork with Substantial Gardens in keeping with the mass and scale of the properties in question</p> <p>These properties have cut limestone walls which are irreplaceable and have riveted wrought iron gates and railings that bound the Douglas Road</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1610	The proposal to use the Douglas Road as a main thoroughfare for Buses and increasing the number and frequency of Heavy Vehicular Movement in this existing residential area would have a detrimental impact on the people living on the Douglas Road as well as adjoining estates.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1610	The noise pollution, the vibrations, air pollution would change the environment along the Douglas Road in an extremely negative way	Please see the NTA's response to Issue 4 in this report
NTA-C9-1610	<p>The Douglas road is a settled community where parents expect to bring up families in piece and quiet. However, to turn the Road into a busy Bus Corridor would completely destroy this existing environment</p> <p>This will cause substantial disturbance to this community during the night time hours as there shall be bus movements 24 hours a day, 7 days a week.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1610	This Proposal will substantially devalue the properties along the Douglas Road as well as surrounding areas.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1610	<p>There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road.</p> <p>The visual impact as well as the increased pollution i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1610	The extensive use of CPO's as proposed - would not only be a fundamental breach of the Irish Constitution – it would be a breach of the fundamental rules by which the CPO process is intended under Law.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1610	loss of privacy will change the environment along the Douglas Road in an extremely negative way	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1610	<p>there has been little efforts made to inform the “wider” community on this proposal which is a fundamental requirement of any consultation with the general public.</p> <p>I would contend that The National Transport Authority is in fundamental breach of their obligations to provide proper notice to the general Page 2 of 4 public and furthermore, to provide the proper information as to the extent of the works involved.</p> <p>The drawings are incomplete and do not properly reflect the proposal;-</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1610	<p>The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would discharge into the Douglas Estuary.</p> <p>This would further exacerbate the existing risk of flooding in Douglas Village and environs.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1610	<p>It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and Safety concerns in these parks.</p> <p>the increased traffic flows in these areas would also increase the risk to children and parents during school pickups and drop-offs, etc...</p> <p>Traffic will be forced to travel onwards through the parks Page 3 of 4 to the Ballinlough Road as well as the Well Road thereby increasing through traffic in these residential areas which will increase the risk of an accident near the schools.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1610	<p>lack of proper research carried out namely;- Environmental Impact Statement, Heritage Study, Traffic Management Plan, Storm Water Study</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1616	<p>Asa user of the Fingerpost roundabout on a daily basis I can attest that it flows freely except perhaps during the morning rush hour when similar to all other junctions it experiences backlogs. I don't see how a signalised junction would improve traffic flow.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1616	<p>The proposed removal of the historic landmark the "Fingerpost" roundabout would be a terrible shame. The Fingerpost is part of the history of Douglas and we learnt a poem about it in school. It's history stems back to 19th century and has stood on that site since then</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1616	<p>The creation of cycle lanes up Maryborough Hill and Donnybrook Hill while is a good idea they will not be used unless people have electric bikes as the gradient is way too steep for most people to cycle up especially any pleasure cyclists</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1616	<p>The new bus corridor will take away parking spaces for a number of residents - where are these residents to park their cars? It is unfair to simply remove these spaces and not provide for any alternative spaces. It is not practical for people to be without cars.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1618	<p>The bus gate at the junction of Douglas Road and Bellair Estate means that all traffic going towards the city from Douglas will have to travel from Bellair onto the Ballinlough Road and down Wallace’s Avenue. These roads will not be able to handle the quantity of cars that this will bring.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1618	<p>The safety of children attending Our Lady of Lourdes school at the top of Wallace’s Avenue will be extremely compromised.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1623	<p>In addition, with your proposal traffic will be one way and small residential roads and parks will see an increase in traffic.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1623	<p>The Douglas road is an old area, with mature trees, old houses and walls and the whole ambience will be impacted.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1623	An extensive cycle lane was implemented in Glanmire and if you drive on that road the 'recreational' cyclists use the lane but the 'athletic' cyclists are on the road holding up traffic so we do not think your proposal is going to help traffic at all, given experiences in other areas.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1623	We have serious concerns about the increase in noise and air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1623	Our property will be seriously devalued, and our quality of life will deteriorate	Please see the NTA's response to Issue 7 in this report
NTA-C9-1623	our home will be closer to the road so dust, noise and pollution will increase not to mind the impact to our garden. In addition we are very concerned about security and interruption to services such as internet, electricity, water and gas.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1623	We have concerns about the very serious risk of subsidence given the history in the Douglas area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1623	In our view the proposal will lead to a significant downgrading on the quality of life for a huge number of people living in the Douglas, Ballinlough and Blackrock areas and significantly increase safety risks for residents.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1625	It is likely that the gridlock that will ensue will mean that businesses will have to close as people will drive to go shopping in areas that are further away due to load carrying capacity	Please see the NTA's response to Issue 1 in this report
NTA-C9-1625	The plan for this route takes no account of the need and requirement for the preservation of the environment nor heritage of the area, nor the multiple mature trees all along the Douglas Road, none of which will be replaced.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1625	The plan takes no account of the many older people living in the area, including my relatives, who need to use their cars to get basic daily necessities, travel to medical appointments, and to see their families.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1625	There will then be substantial noise pollution from the massively increased numbers of buses on the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1625	It is abundantly clear that the increase in traffic will have a detrimental effect on the air quality of the area, with the consequential health effects on the local population.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1625	The process of creating the planned route would lead to a highly disruptive construction process.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1625	The proposed route will ruin the character of this long-standing, close-knit community where people have chosen to bring their children up over generations.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1625	This will likely also have a negative effect on house prices.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1625	The loss of mature trees and century-old walls will have both a negative environmental impact on the area and change the character of the area for the worse.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1625	The process through which Bus Connects has introduced this plan has been highly problematic. There has been a lack of transparency. Examples of this include limiting mail-out flyers only to houses likely to be affected by Compulsory Purchase Orders (CPOs), the use of maps that are out-of-date and not-to-scale, and the lack of provision of visual representations of what the Douglas Road outside our park would look like after the local trees and walls have been demolished and road widened.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1625	All along the Douglas Road and adjacent parks, very young children and older children will be at heightened risk, in particular in relation to children going to school for example at Eglantine School, Our Lady of Lourdes School and St Anthony's School, a number of Montessori schools, and Secondary Schools such as Regina Mundi, Christ the King, and Douglas Community School.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1625	There appears to have been no Environmental impact survey, no Heritage Study and no health and safety study has been performed either.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1627	Objection due to Health and Safety concerns of myself, my family and residents on accessing their own property	Please see the NTA's response to Issue 2 in this report
NTA-C9-1627	A more appropriate solution would be the introduction of a one - way loop which would involve both the Douglas and South Douglas Road(s)	Please see the NTA's response to Issue 12 in this report
NTA-C9-1627	Extra lanes on Douglas Road will not solve traffic congestion in Douglas Village	Please see the NTA's response to Issue 2 in this report
NTA-C9-1627	Opposition to the changes proposed to Bellair Estate and on the Douglas Road due to Noise pollution from the introduction of Buses in a 24/7 schedule and their increase in frequency	Please see the NTA's response to Issue 4 in this report
NTA-C9-1627	For anyone who walks the Douglas Road every night will see hundreds of people walking the road. Restricting this is extremely detrimental to people's mental health	Please see the NTA's response to Issue 1 in this report
NTA-C9-1627	Opposition to the changes proposed to Bellair Estate and on the Douglas Road due to Air Pollution due to the construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-1627	Choose the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking ie. work within the current constraints of the road eg. with traffic measures	Please see the NTA's response to Issue 5 in this report
NTA-C9-1627	Opposition to the changes proposed to Bellair Estate and on the Douglas Road due to loss of trees and biodiversity which will have a huge impact on the physical and mental health of residents and users of Woolhara Park and other estates on the Douglas road. Replacement trees will not replace like with like (carbon sequestered by mature trees)	Please see the NTA's response to Issue 4 in this report
NTA-C9-1627	Choose the least destructive option to the local infrastructure and private residential property and parking ie. work within the current constraints of the road eg. with traffic measures	Please see the NTA's response to Issue 6 in this report
NTA-C9-1627	Letters sent in summer post COVID with tight deadline for submissions Only a short advertisement in newspaper in late August did not highlight any local issues which were close to most residents. Maps are not to scale and the data in them is not up to date Proposed plan seems at odds with the CMAT, Cork City Cycling Plan and DLUTS plan	Please see the NTA's response to Issue 11 in this report
NTA-C9-1627	High risk area for subsidence and sinkholes - this risk will be increased for many residents in the area due to the level of construction that will have to take place in the area. Many houses are between 70 and 100 years old and therefore area must be at high risk.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-1627	Safety of Primary and Secondary school children using Bellair Estate to attend local schools in the area, most notably Our Lady of Lourdes Primary School located at the beginning of Bellair Estate and the Ballinlough Road junction, who's lives will be in danger from a massive increase in the volume of traffic using Bellair Estate to access the City Centre by way of Wallace's Avenue junction on the Ballinlough Road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1627	Traffic surveys and simulation of traffic based on users changing behaviour to the proposed changes and restrictions not carried out in advance	Please see the NTA's response to Issue 1 in this report
NTA-C9-1628	One of our main concerns with the proposed route , especially the limiting of traffic on the main Douglas Road ,is that all access to and from, two local primary schools , Eglantine and St Anthony's is being forced through residential estates especially our own.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1628	. There are no pedestrian crossings to safe guard the children who use our road to walk to school	Please see the NTA's response to Issue 12 in this report
NTA-C9-1628	Subsidence has been an issue in the area . Heavy traffic will worsen this problem.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1628	Exiting Hettyfield onto the Well Road is currently difficult and dangerous without increasing the volume of traffic.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1630	It is proposed to direct traffic through Bellair, down Wallace's Avenue and onto Boreenmanna Road. This is ridiculous. Wallace's Avenue cannot cope with existing traffic. Bringing all traffic from Douglas to this spot is extremely naïve. Furthermore, this will add enormously to the problems at the junction of Boreenmanna Road and the South Link Road – the only choke point for traffic in this area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1639	Two travel lanes in each direction will be enough: either one outbound for buses and cars and one inbound for buses only, or two outbound lanes, one bus and one car	Please see the NTA's response to Issue 12 in this report
NTA-C9-1639	Douglas Road was for many years a road of big estates and expansive gardens, and a strong memory of that vibrant character is preserved in the current streetscape, with towering trees, stone walls and old terraced houses. An intervention at the proposed scale would radically alter that character There is no need to "upgrade" the Fingerpost Roundabout to a signalised junction, with the inevitable loss of the "Fingerpost" element that has made this a distinctive landmark for centuries	Please see the NTA's response to Issue 4 in this report
NTA-C9-1639	Along the entire length of this corridor, the proposed changes are excessive and overwhelmingly a net harm to communities	Please see the NTA's response to Issue 4 in this report
NTA-C9-1639	Cork is a lovely, green city but, if anything, it needs more trees. There is no need to fell so many beautiful mature trees meet a short-term need when much the same effect could be achieved through alternative approaches.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1639	There is no need to plunder so much private land to meet a short-term need when much the same effect could be achieved through alternative approaches.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1639	there are parts of this corridor that would see positive changes. The change at the Douglas Road/Capwell Road junction is particularly interesting and seems like it would strongly encourage walking and cycling. Other corridors also see pedestrianisation of some low-traffic roads, and this is an encouraging sign.	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-1648	I strongly support the proposed measures in this subsection of BusConnects Cork to reduce dependency on private motor transportation, democratise public transport and facilitate more active travel in our neighborhoods and city areas.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1649	Consider splitting the STC from Douglas to City between the Douglas Road and the South Douglas Road which is partially covered by this STC. Consider making the narrow portions of South Douglas Road and Douglas Road one way to cars with a contraflow bus lane.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1649	Portions of the South Douglas Road don't even have a footpath and this needs to be addressed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1654	I object strongly to the NTA's proposal to reverse the traffic direction on Ballinlough Road from Bean Brownie to Marble Hall Park towards Douglas Road sending a vast amount of heavy duty traffic down this narrow road, a road that was never intended to cope with such volumes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1654	As houses on this road are built in such close proximity to the road edge, SAFETY would be a major concern for excessive noise/vibrations and pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1654	I strongly object to the idea of removing on street parking along Douglas Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1654	As houses on this road are built in such close proximity to the road edge, SAFETY would be a major concern for residents and pedestrians (old and young)	Please see the NTA's response to Issue 3 in this report
NTA-C9-1657	The removal of the roundabout at the Fingerpost to be replaced with a signalised junction is also totally unnecessary.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1657	The proposals will cause unnecessary upheaval due to removal of old historic walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1657	The loss of on-street parking, especially on the Douglas Roads and surrounding area, will have a major negative effect on residents	Please see the NTA's response to Issue 5 in this report
NTA-C9-1657	The proposals will have a major negative impact on the Maryborough, Douglas and Ballinlough communities.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1657	the loss of a large number of mature trees on the Douglas Roads because of road widening will be a sad loss in these areas and is pure vandalism.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1657	The proposals will cause unnecessary upheaval, inflict compulsory purchase orders on a large number of people and businesses	Please see the NTA's response to Issue 6 in this report
NTA-C9-1657	I have concerns with the safety of children at drop off and collection points at Our Lady of Lourdes and Eglantine schools.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1659	The proposed increased traffic which this will cause to the South Douglas Road will have a negative impact on our ability to exit our estate n, it will take me longer to travel to drop and collect my child, which will impact on my time absent from work and not to mention the extra petrol costs having to detour with the proposed changes	Please see the NTA's response to Issue 2 in this report
NTA-C9-1659	With additional traffic, this will impact on my ability to enjoy my locality without constant traffic noise, pollution old walls will be destroyed	Please see the NTA's response to Issue 4 in this report
NTA-C9-1659	we are already subjected to noise and pollution from the South Link Road. we get some respite from additional noise and pollution from the South Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1659	I am particularly concerned about how this added pollution from increased cars on the South Douglas Road will impact our health	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1659	Are we not supposed to be preserving trees, not taking them down. Replacing them with younger trees will not be replacing like with like in carbon terms.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1659	irate driversstuck in long traffic queues are a danger to pedestrians trying to cross the road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1662	It is already very difficult to exit our estate in the morning With these proposed changes, I will have to do a long detour around the link, up well road , taking a much longer commute time, more petrol and meaning I am adding to pollution, not reducing it.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1662	Douglas Village is already congested and extra lanes on Douglas Road will further add to traffic congestion in Douglas Village, adding to carbon footprints rather than reducing them	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1662	This will mean increased traffic on the South Douglas Road, which is already at capacity, especially in the morning and evening time.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1662	This will also impact our ability to enjoy family walks around the block which takes in the Douglas Road, with lovely mature trees, old walls and houses. Tearing these down is tearing down history, and this plan does not seem to be in adherence with the CMAT, Cork City Cycling Plan and DLUTS plans.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1662	The proposed changes will make mean increased traffic, noise, pollution and make any car journeys even longer for us, thereby adding to our carbon footprint.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1662	increase in traffic on the South Douglas Road will add to pollution which will have a long-term health implications for my family	Please see the NTA's response to Issue 1 in this report
NTA-C9-1662	I also have serious concerns about the entire consultation process, and my family and I were only made aware of these changes via word of mouth transparent consultation with all local stakeholders who will be impacted by the changes, as opposed to non-locals whose lives will not be impacted one way or another	Please see the NTA's response to Issue 11 in this report
NTA-C9-1664	This is a beautiful, characterful road with lots of trees, old stone walls and nice houses. If these features are lost, it will become a bland road like any other, and instead of being the nice leafy area that it is, will be just more concrete and noise.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1670	The NTA's failure to communicate directly with all the residents along the route and adjacent to it who will be impacted reduced access to their homes	Please see the NTA's response to Issue 2 in this report
NTA-C9-1670	The NTA's failure to communicate directly with all the residents along the route and adjacent to it who will be impacted by additional diverted traffic past their homes	Please see the NTA's response to Issue 11 in this report
NTA-C9-1670	Douglas Road - Many of these 'Gentle Giants' that give the neighbourhood its unique character are older than the State, some are estimated at over 200 years old, and it is now proposed on behalf of the State that they are to be destroyed. It is impossible to reconcile that this level of environmental destruction is to be undertaken in the course of a 'green initiative'. In light of the foregoing it is difficult to comprehend that the NTA failed to address the historical context of the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1670	The NTA's failure to communicate directly with all the residents along the route and adjacent to it who will be impacted by loss of parking	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1670	These design failures are in direct conflict with DMURS ever present consideration for existing communities in the face of new development	Please see the NTA's response to Issue 4 in this report
NTA-C9-1670	I have undertaken a visual survey of the intended tree loss along the Douglas Road as far as the intersection with the Well Road (R853) and I have identified at least 7 properties where there has been an under declaration of tree loss.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1670	Since the receipt of your letter I am upset, distressed and worried that as a consequence of the proposed scheme the NTA has determined that my home will be the subject of a substantial partial compulsory acquisition and the neighbourhood in which we live will be utterly destroyed and left unrecognisable	Please see the NTA's response to Issue 6 in this report
NTA-C9-1670	The design of the route from a safety perspective is a particular concern. For its entire length along the Douglas Road the proposed carriageway is relatively straight and has a combined width of almost 17 meters	Please see the NTA's response to Issue 3 in this report
NTA-C9-1671	People living on the Well Road and Douglas Road and surrounding estates will be become drive throughs and cause congestion as people try yo get to schools and other destinations	Please see the NTA's response to Issue 2 in this report
NTA-C9-1671	This will impact the Douglas and Well Road area dramatically in terms of safety and environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1671	This will impact the Douglas and Well Road area dramatically in terms of safety and environment.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1672	Where is the environmental impact survey of the scheme, why has it not been carried out in the first place?	Please see the NTA's response to Issue 4 in this report
NTA-C9-1672	Removal of On Roadside Parking for Terraced Houses This is entirely unacceptable, and any suggestion to do so will not be tolerated.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1672	One thing is certain under the proposed scheme: Home values would deteriorate, and maintenance and insurance costs massively increase.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1672	Why were residents not consulted prior to the publication of such a poorly designed scheme? The NTA has not provided a fair, simple, and direct consultative process. It fails miserably to make allowance for those having limited computer skills, and it presumes that everyone wanting to make objection will have access to a compute	Please see the NTA's response to Issue 11 in this report
NTA-C9-1672	The Ballinlough Road was never designed to take such volume of traffic as suggested in the scheme. These include rubble filled walls and structures which are in no way capable of withstanding the vibration that would result from the massive increase in traffic.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1673	The maps provided by the NTA demonstrate a straight line along the entire northern side of the Douglas Road. However, another condition of our planning approval by Cork City Council was that we would recess our entrance off the main road to ensure line of sight for safe egress and entrance to our property and to have inward opening gates.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1673	<p>I also would suggest that consideration be given to using similar local access restrictions on the South Douglas and Ballinlough roads to avoid these roads being used as bypasses for the bus gates on the Douglas Road and using bus gates further out at Douglas Village or at the Fingerpost to divert all commuter traffic away from Douglas village towards the orbital N40/N27 to access the city by car- at least consider timed bus gates in these locations for morning and evening rush hour to change commuter traffic patterns.</p> <p>It would be possible to split both the cycle lanes and the bus corridor on a one way loop between both roads for the 3km section between Douglas village and Southern Road- this would still allow the inbound and outbound bus to travel on the same road in the city centre and on Maryborough hill without affected commuter patronage from outer suburbs, but it would allow no private property loss, no road widening, no environmental destruction and no biodiversity or cultural heritage loss</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1673	<p>This anti-social behavior will be closer to our home due to bus stop being closer to home and threaten our sense of security.</p> <p>littering, alcohol bottles, traffic cones, and drug paraphernalia thrown over the wall into our home currently. Our broadband fibre cable has been vandalized twice in the last year.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1673	<p>There are unintended consequences of the traffic restrictions to through traffic on smaller side roads and housing estates between the Ballinlough Road, Douglas Road and South Douglas road which will create rat runs, causing more air and noise pollution on these roads and posing road safety concerns.</p> <p>We are of the view that the route is not essential and that our locality in particular, almost midway between Douglas Village and the City, does not struggle with traffic congestion at any time of day.</p> <p>The existing Cork Metropolitan Area Cycle Network plan 2017 states that neither the Douglas Road nor South Douglas Road can be widened due to the highly constraint nature of the housing development on these roads, and endorses using both the Douglas and South Douglas Road as a one-way loop for cycling.</p> <p>Then we come to the Bus Connects proposal which ignores all of these plans and forces a route along the Douglas Road</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1673	<p>In a premedieval city, dating back to before the 6th century, the built city architecture and environment, the city streetscape, does not lend itself to such expansive highways.</p> <p>The fundamental character of the city will be altered permanently by these proposals.</p> <p>Home's retaining wall is also a historic wall, likely dating back to the nineteenth century and is not replaceable.</p> <p>Demolition of the historic walls and buildings located along the Douglas Road is irreversibly destructive and will not in any way enhance the special character of this old heritage road.</p> <p>I believe this would be in direct conflict with National Strategic Outcome 7 of the National Development Plan to enhance and promote amenity and heritage. I believe the route chosen fails Strategic Environment Analysis SEO CH1 and CH2 criteria for its impact on cultural heritage.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1673	<p>Loss of noise protection and increased light pollution with loss of screening tree and hedge cover</p> <p>Noise pollution will rise- currently when delivery vehicles/trucks/buses pass our patio, the sound level exceeds 60dB. The World Health Organization state that regular exposure to greater than 50dB is detrimental to human health.</p> <p>There will be light pollution from the LED street light positioned outside on the pavement in front of our home.</p> <p>I believe the route chosen fails Strategic Environment Analysis criteria SEO L1, SEO S1, SEO B1, SEO B2, and SEO B3 for its adverse impact on landscape, soil, biodiversity, flora and fauna.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1673	<p>Loss of trees reducing our enjoyment of our garden and our mental health benefit from nature in our home</p> <p>Increase in small particle air pollution has significant adverse health impacts, including increased risk of cancer, chronic respiratory disease, circulatory and cardiac disease, and dementia.</p> <p>When we designed our home we constructed a bounce zone and a quiet relaxation area under the large trees at the front of the house for his sensory and emotional regulation. This area will be removed under the proposed land take in this plan. This will have a detrimental impact on his mental health and wellbeing.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1673	<p>During the construction phase, there will be interruption to power supply during relocation of ESB services.</p> <p>Our home is a near passive standard home and runs entirely on electrical power, with no source of heating or water heating from alternative (gas/fossil fuel) sources. During construction we will have no power, no heat and no hot water supply</p>	Please see the NTA's response to Issue 8 in this report
NTA-C9-1673	There are many residents who will lose their parking, which will obviously have a detrimental impact on their day-to-day lives.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1673	<p>A 17-meter bus corridor does nothing to promote a sense of community and easy access to neighbours and social interactions.</p> <p>The NTA's plan has disconnected society and communities, splitting the city into city dwellers versus suburban commuters, car owners versus public transport adopters, young versus old, property owners versus commuter lobby groups.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1673	If they proceed, they will undermine our lived experience and hugely devalue our property and only financial legacy for our son.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1673	<p>An examination of our road alone shows 187 mature trees will be lost, not 87 as suggested in your route brochure.</p> <p>A cursory examination across the city confirms similar underestimation of the tree loss, and even with the suggested replanting, only about 60% of the tree numbers will be replaced.</p> <p>In addition to the hugely important role these trees provide in cleaning the air that we breathe, trees of this age have a unique visual appeal. They provide shading and decrease light pollution benefitting all residents in the locality and those that enjoy walking on the road. These trees also play an important role in local climate regulation and temperature regulation, providing a cooling effect locally</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1673	There has been a failure to engage with the 6 primary and post primary schools around the Douglas road area- there is no school transport plan, removal of on street drop off zones, and a failure to grasp important safety concerns regarding traffic flow around school zones- diverting traffic up Belair is one example	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C9-1673	<p>It will require 96 CPOs and 91 parking spaces.</p> <p>That has a very significant impact on the lives of people in 187 homes and that's before you even get into the concerns of people who don't want their home to be on the side of a highway or those of people on side roads, who do not want their street to be turned into rat runs or car parks.</p> <p>Due to the triangular nature of the site, this meant our architect had to design the house layout so that the open plan kitchen/family area, master bedroom, and sitting room are all south facing towards the front boundary on the Douglas road and the main outdoor patio area is front facing towards the Douglas Road boundary- essentially our front garden behaves like a traditional private back garden and is our principal outdoor amenity</p> <p>The proposals for Douglas Road do not protect my residential amenity, in fact, they will have a detrimental impact on my amenity and are therefore contrary to the ZO 1 zoning objective.</p> <p>It was our intention to build a retirement home on the site when we were older and provide the main house to our son, and hopefully his family, as their principal residence. With the proposed land take, this will now not be feasible.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1673	<p>We will lose a huge proportion of this space and lack privacy from the loss of these trees and the increased frequency of passing buses and our neighbours.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1673	<p>The maps sent are outdated and don't include our current home with extension of the footprint to the front. The measurements are also inaccurate.</p> <p>I do not consider it good practice to write to prospective affected home owners and refer to them as owner/occupier.</p> <p>I would have appreciated at the very least, a personal letter or someone personally calling to my home to inform me.</p> <p>The letter stated there would be a complete detailed public consultation document within a week.</p> <p>This deadline was missed and when it did arrive it was the marketing brochure freely available on the website. A printout of the (very difficult to find) Barry Transportation route analysis would have been more helpful</p> <p>On the letter we received was a phone number to call to set-up a personal meeting with the NTA to discuss the plans.</p> <p>My wife called this number and spoke to an NTA representative on the 1st July at 12:45pm to set-up a meeting.</p> <p>To date, September 30th, and despite numerous emails, we are still waiting a call back and have not had a meeting.</p> <p>I cannot believe that a body like the NTA would release a draft document like the Barry Transport analysis for STC I into the public domain with such basic errors and mistakes.</p> <p>There was a two-month deadline for submissions for a "non-statutory" public consultation period.</p> <p>This language does not inspire confidence in the process, along with the choice of the summer months for this consultation period</p> <p>These leaflets were little more than a one-page advertisement of sustainable transport, which most people would immediately bin, given the busyness of modern life.</p> <p>The NTA cannot confirm how many homes these leaflets were actually delivered to. A leaflet with a map of a person's local area and proposed upcoming changes would be more likely grab the attention of people</p> <p>The website could direct the public to relevant supporting documents and the submission portal more easily.</p> <p>The postal submissions are not being published. I find this extremely concerning and find myself suspicious and distrustful of this consultation process,</p>	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C9-1673	The boundary wall on the Douglas Road is a retention wall. Removal of the boundary wall for road widening will threaten possible site subsidence and alter water run off patterns. This can potentially result in sink holes and localized flooding risks. This is a high-risk subsidence and sink hole area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1673	there is no information provided about how I would safely cross a bus lane, shared car/bus lane, cycle lane, and paedestrian footpath to safely access my home by car.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1673	No traffic counts or origin/destination studies have been performed No traffic surveys have been performed. No environmental impact analysis has been performed No tree survey has been performed No topographical survey has been performed No noise, vibration, light, or air pollution analysis has been performed No costings have been performed beyond indicative costings No subsidence or flooding analysis has been performed No analysis of impact on commuter traffic via new M28 has been performed No analysis of the impact of the pandemic on work patterns has been performed No school transport planning/school consultation has been performed No dedicated staffed office of the NTA has been opened in Cork I have not been allowed access to a copy of the Strategic Assessment Report to review the cost-benefit analysis of the project	Please see the NTA's response to Issue 1 in this report
NTA-C9-1675	This submission is made on behalf of the Douglas Road Environment, Heritage and Community Group. The Group comprehensively rejects the proposed design and routing of the subject route on the Douglas Road. The Group fully accepts that substantial investment in sustainable infrastructure is a vital component in the future of transportation in Ireland. However, the proposed design of Route I is neither sustainable or necessary.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1675	It is unclear as to whether the route overall will improve bus journey times and the Douglas Road section in particular will have no impact on journey times as evidenced by current and projected low traffic levels. The inclusion of bus gates in this plan further improves travel times. Why construct a 17m wide "motorway" through a quiet suburban road already further quietened by the introduction of bus gates?	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1675	<p>Bus gates will have the following impacts: Prevent parents safely delivering pupils to the schools in the Douglas area, in particular Eglantine and St. Anthony's national schools Our Lady of Lourdes National School, Regina Mundi, Christ Ri and Douglas Community secondary schools. North traveling traffic from outside Douglas must now turn right at Well Road and weave through housing estates to arrive at the schools. This impacts over 5000 pupils. Severely restrict access to St. Finbarr's and South Infirmary hospitals and as a consequence force traffic to use the now reversed one way in the city end of Ballinlough Road. Prevent Douglas Road residents from using the Douglas Road. Force traffic on to minor side streets, create rat runs through unprepared housing estates. Are these bus gates really necessary? Even at peak times the Douglas Road is quiet.</p> <p>No integration in these proposals either to the Passage West-Blackrock Greenway via Rochestown Road No integration to the new cycle and walk pathway from Frankfield to Tramore Valley Park which opens at the Half Moon Lane on South Douglas Road. The proposed junction layouts at the Fingerpost roundabout and Well Road Douglas Road junction will compound current problems. The constant changing of lights from bus priority (on two roads into the junction) will ensure major tail backs on the Rochestown Road and up Maryborough Hill. Routing bussies via E. Douglas Street and the village may not be beneficial to the commercial future of Douglas Village. This area needs an integrated solution that incorporates the proposals of DLUTS and CMATS. There is ample land available to provide additional lanes on the Douglas relief bypass and link roads and additional lanes under the Douglas Road flyover.</p>	<p>Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1675	Over 26 heritage and listed buildings will have their status significantly damaged or diminished, and this done despite legally binding listing orders and public policy documents identifying the importance of these building, gardens and walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1675	We reject the current proposals from the NTA. The plan as devised will not mode shift commuters towards public transport or cycling It will result in extensive road widening for little justification Will result in the widespread destruction of the green urban environment and cultural heritage	Please see the NTA's response to Issue 9 in this report
NTA-C9-1675	<p>The proposal destroys the green environment on the northern and southern sides of the Douglas Road and a significant amount of mature tree on sections of the Southern side of the Road (187 trees in total),and the destruction of all hedges and shrubs in this area. It threatens 531 individual plant, insect, animal and bird species along the road.</p> <p>It substantively worsens the biodiversity of the road, and has the worst environmental impact of all analysed possible route alternatives.</p> <p>It will take decades for the CO2 absorbing capacity of this vegetation to be replaced.</p> <p>These residents will lose up to 12m (40 feet) from their front gardens leaving most with no front garden and no parking.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1675	There will be direct adverse health effects on residents with increased noise and light pollution, increased small particle air pollution including NOx gases until internal combustion engines are phased out, as well as loss of privacy.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1675	In its route analysis BusConnects have selected on of the most expensive options and the most environmentally damaging routes of those considered. This makes no sense.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1675	Many residents with no off-street parking (for example Douglas Road City end, Ballinlough Road to Douglas Road and Wallace's Avenue) will lose their on-street parking with no viable alternative. This is unacceptable.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1675	Residents will suffer significant loss in property value. These residents will lose up to 12m (40 feet) from their front gardens leaving most with no front garden and no parking. The compensation values contained in the document are only a fraction of the real values and costs involved.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1675	The Douglas Road element of the proposal does not comply with the Cork Cycle Network Plan (2017) or the Cork Metropolitan Area Transportation Strategy (2019), which proposed a one way traffic loop with the South Douglas Road and Douglas Road. The current plan now stands apart for the CycleConnects Plan for Metropolitan Cork just launched by the NTA, which similarly recommends a one-way loop for Douglas/South Douglas.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1675	The communication process for this project has not been satisfactory. Up to the date of this submittal residents are still discovering the extent of the disruption that this plan will cause. Flyers that BusConnects say were sent for delivery have not been delivered, residents on roads not on the route but directly impacted by changes either in traffic volumes or patterns or loss of parking have not been specifically informed. A comprehensive campaign that ensures input from all those affected is necessary. The degree of mental stress and anxiety that this project has caused cannot be underestimated and the NTA should reflect carefully on this feedback before it engages with public in the future.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1675	The geology of the Douglas Road is limestone overlain by Karst The area is prone to the development of sink holes with a number of homes in the area already underpinned. Excavation, compaction (can be caused by heavy machinery), the construction of road surfaces which affect drainage patterns and installation of retaining walls are all well-known contributors to the development of sinkholes and the collapse of ground All of these factors are present in the construction of this BusConnects route. There are no preventative or mitigation factors that are guaranteed to be effective. How will BusConnects indemnify homes and home owners against settlement that will be caused by the development of sink holes?	Please see the NTA's response to Issue 7 in this report
NTA-C9-1675	At least four homes have the new road either passing through their house or the road touches the external walls of the property. Entry to all homes on the road will, involve increased risk and danger Residents (if they still have off-street parking) will have to cross three lanes of traffic or cycle lanes to enter their property. The inclusion of bus gates at Douglas Village (no through traffic to City centre) and at Belair (one way out of City Centre only) means there is no direct access to St. Finbarr's and South Infirmary Hospitals. Patients attending St. Finbarr's represent highly vulnerable patient cohorts - services for neuro-atypical not suited to public transport will be required to make circuitous detours to get access to the hospitals. The restricted access to St. Finbarr's will also affect blood donation footfall at the blood IBTS donation clinic which may have an impact on blood availability in the city.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1675	This route has been selected in the absence of traffic studies, origin/destination studies (critical with so many schools in the area), consideration of the heritage and protected nature of the road, its properties walls and gardens as documented in multiple Government and City heritage documents and policies. This is not good practice and leads to bad critical decisions being made which cannot be undone at a later stage if and when real data becomes available. Please collect these data before the next steps in this process are undertaken. The mapping and documents provided to the public have been substandard.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1676	putting in a one way system past Douglas Road this will take away our job security as customers will no longer be able to visit	Please see the NTA's response to Issue 1 in this report
NTA-C9-1681	To give an example the road/path that leads to the swimming pool from the Douglas road leads to St.Anthony's school and there are 3 houses who retain access to the road. Closing this road for 30 minutes each day during school times would make it a completely safe area for kids to walk to school and enable parents to drop on the main road if they wish or for older kids, they could cycle safely to the school with dedicated cycle lanes. At the NTA meeting for the Douglas Road route a proposal to leverage the Douglas Road and the South Douglas Road as a one-way system in and out of the city was shut down quickly	Please see the NTA's response to Issue 12 in this report
NTA-C9-1681	The excessive width of the new road schemes extending along the full length of the Douglas road will have the effect of greatly increasing the amount of land covered in asphalt or pavement.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1681	The current draft plan will result in the removal of a vast amount of large mature trees on the Douglas and Borrenamanna roads which will have a huge environmental impact	Please see the NTA's response to Issue 4 in this report
NTA-C9-1684	The effect of the current plan will damage the community in which I live by the loss of all the greenery and shrubs that the community, animals and insects desperately need	Please see the NTA's response to Issue 4 in this report
NTA-C9-1684	The effect of the current plan will damage the community in which I live by the loss of outdoor space,	Please see the NTA's response to Issue 4 in this report
NTA-C9-1684	The effect of the current plan will damage the community in which I live by the loss of beautiful mature trees,	Please see the NTA's response to Issue 4 in this report
NTA-C9-1684	cars, vans, lorries will all make these roads very unsafe for young and old alike.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1687	A one way system up the Douglas Road, and down the South Douglas Road, is perfectly doable, and would be certainly supported.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1687	My estate is not built for heavy traffic, and the proposal will drive huge volumes of traffic past my house, increasing noise pollution, air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1687	Their very existence has been directly responsible for the health and well being of the local community that especially during covid, recognized the invaluable contribution these green areas made to the health and well being of everyone, and continues to do so today.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1687	The damage that these proposals will cause will destroy beautiful mature trees, bushes, shrubs that all take carbon from our air.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1687	There are 3 schools in the area and access to these for very young kids hasn't been considered at all in the planning. Perhaps specific school buses would be more practical than general transport?	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1687	We are an area prone to subsidence, so I am extremely worried about how unstable the extra traffic will make the area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1687	extremely unsafe for the large number of kids and elderly people who live in our area.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1698	Access and egress issues to homes and parks on the Douglas Road will increase enormously.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1698	The proposal to use the Douglas Road as a main thoroughfare for buses will have a massively detrimental effect on the existing residential area and also adjoining estates Widening Douglas Road will not solve traffic congestion in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1698	There must be cheaper and greener alternatives to this proposal.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1698	The proposal to use the Douglas Road as a main thoroughfare for buses will have will also have a negative effect on the health of the residents and particularly the elderly who may suffer reduced driving independence.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1698	The 2/3 year disruptive construction period associated with this proposal will destroy the local environment and heritage and will cause huge inconvenience and stress.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1698	The area is a high risk area for subsidence and this will increase with the construction process.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1698	An Environmental Impact Study must be carried out before any work begins.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1700	Entry to all homes on the road will, with this scheme, involve increased risk and danger; residents (if they still have off-street parking) will have to cross three lanes of traffic or cycle lanes to enter their property.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1700	There is ample land available to provide additional lanes on the Douglas relief bypass and link roads and additional lanes under the Douglas Road flyover.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1700	The Douglas Road element of the proposal does not comply with or reflect the Cork Cycle Network Plan (2017) or the Cork Metropolitan Area Transportation Strategy (2019), which proposed a one way traffic loop with the South Douglas Road and Douglas Road. The inclusion of bus gates at Douglas Village (no through traffic to City centre) and at Belair (one way out of City Centre only) means there is no direct access to St. Finbarr's and South Infirmary Hospitals Force traffic on to minor side streets, create rat runs through unprepared housing estates. The proposed junction layouts at the Fingerpost roundabout and Well Road Douglas Road junction will compound current problems. It may make things better for buses but the constant changing of lights from bus priority (on two roads into the junction) will ensure major tail backs on the Rochestown Road and up Maryborough Hill.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1700	Over 26 heritage and listed buildings will have their status significantly damaged or diminished, and this done despite legally binding listing orders and public policy documents identifying the importance of these building, gardens and walls. The Douglas Road is one of the few tree lined heritage laden and listed roads in Cork City. The road, as it is today, has evolved since the 1780s when the original (and some remaining) buildings were constructed	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1700	In its route analysis BusConnects have selected on of the most expensive options and the most environmentally damaging routes of those considered.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1700	It threatens 531 individual plant, insect, animal and bird species along the road. It substantively worsens the biodiversity of the road, and has the worst environmental impact of all analysed possible route alternatives	Please see the NTA's response to Issue 4 in this report
NTA-C9-1700	There will be direct adverse health effects on residents with increased noise and light pollution	Please see the NTA's response to Issue 1 in this report
NTA-C9-1700	Many residents with no off-street parking (for example Douglas Road City end, Ballinlough Road to Douglas Road and Wallace's Avenue) will lose their on-street parking with no viable alternative.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1700	residents will suffer significant loss in property value	Please see the NTA's response to Issue 7 in this report
NTA-C9-1700	The proposal destroys the green environment of the Douglas Road, involving the destruction of all trees both on the North side of the Road, and a significant amount of mature tree on sections of the Southern side of the Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1700	These residents will lose up to 12m (40 feet) from their front gardens leaving most with no front garden and no parking.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1700	loss of privacy for residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-1700	The communication process for this project has not been satisfactory. Up to the date of this submittal residents are still discovering the extent of the disruption that this plan will cause. Flyers that BusConnects say were sent for delivery have not been delivered, residents on roads not on the route but directly impacted by changes either in traffic volumes or patterns or loss of parking have not been specifically informed	Please see the NTA's response to Issue 11 in this report
NTA-C9-1700	The geology of the Douglas Road is limestone overlain by Karst and the area is prone to the development of sink holes with a number of homes in the area already underpinned. Sink holes can be caused by changes in the flow patterns of subsurface water (changes in drainage patterns)	Please see the NTA's response to Issue 7 in this report
NTA-C9-1700	These bus gates will Prevent parents safely delivering pupils to the schools in the Douglas area,	Please see the NTA's response to Issue 3 in this report
NTA-C9-1700	This route has been selected in the absence of traffic studies, origin/destination studies (critical with so many schools in the area	Please see the NTA's response to Issue 1 in this report
NTA-C9-1707	Then turning the Douglas Road which is the primary route to the city from all points east of Douglas to a virtual side road and creating bottlenecks in residential areas for which they were never designed.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1707	Objection due to noise and air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1707	Objection to loss of on street parking for residents Douglas Rd	Please see the NTA's response to Issue 5 in this report
NTA-C9-1707	the creation of rat runs through residential parks causing huge safety concerns	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-1708	Health and safety concerns regarding access and egress issues entering and exiting homes and adjoining roads on Douglas Rd	Please see the NTA's response to Issue 2 in this report
NTA-C9-1708	The proposed bus gates will have the effect of diverting traffic to minor streets and roads adjacent to the Douglas road, which are not designed for this volume of traffic. There are no significant traffic flow issues on the Douglas road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1708	They will destroy this historic road, which is one of the last green routes to the city on Douglas Rd	Please see the NTA's response to Issue 4 in this report
NTA-C9-1708	The increase in Noise pollution – Buses 24/7 and increase in frequency The increase in Light pollution and loss of shading via loss of mature trees The increase in air pollution due to construction process, extra buses, loss of trees and biodiversity on Douglas Rd	Please see the NTA's response to Issue 4 in this report
NTA-C9-1708	Our Health and Wellbeing the stress of a CPO	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-1708	The road widening will entail a disruptive and lengthy construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-1708	There will be a Devaluation of property on Douglas Rd	Please see the NTA's response to Issue 7 in this report
NTA-C9-1708	The mature trees and shrubs which give us privacy and shelter from road noise will be removed on Douglas Road and there will be no opportunity to replace them in the small space that would remain.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1708	The garden which is well planted with mature trees and shrubs will be destroyed on Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-1708	It will be a serious invasion of privacy with no opportunity to replant screening on Douglas Rd	Please see the NTA's response to Issue 4 in this report
NTA-C9-1711	How will motorists access driveways if proper footpaths and segregated cycle lanes are in place (ie kerbs)? Kerbs are a necessity IMO for meaningful cycle lane segregation.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1711	The provision of dedicated bus lanes, separate from cycle lanes and car traffic will certainly meet objectives of free flowing, reliable buses.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1711	How will traffic in the city centre flow? Currently the flow of traffic comes to a near halt a few times during the day. This will play havoc with any attempt to implement free-flowing bus routes. Related to inner-city congestion, I think the city council needs to start getting current traffic regulations such as leaving junctions clear and green light crashing enforced	Please see the NTA's response to Issue 2 in this report
NTA-C9-1711	The provision of segregated cycle lanes is much needed.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1711	It is unfortunate that many mature trees could be lost but trees grow again so I'll get over it.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1711	Right turn bans tend to be ignored. Physical barriers, kerbing etc will be helpful in enforcing this, or even video surveillance/number plate recognition might be a consideration. Will charge points for electric cars be provisioned?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1711	Great to see intention to provide decent footpaths	Please see the NTA's response to Issue 13 in this report
NTA-C9-1711	Finally I have Hugh sympathy for the property owners who will be directly affected by infrastructure changes.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1711	I'd also be concerned that the wide roads will result in speeding, already a problem, unless ramps etc are introduced at intersections, schools etc.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1711	The Douglas road is unpleasant to walk due to narrow footpaths and heavy traffic. It's dangerous to cycle due to speeding traffic, lack of segregation and badly planned, unprotected, short cycle lanes that end at pinch points. The Douglas Rd is either clogged with traffic during peak times or dangerously fast when traffic is light. There is no provision for school children to cycle or walk to school and no constraints put on people 'dropping the kids' in cars Bus Connects is a viable solution an ambitious strategic plan that provides direct, safe and interconnected routes for ALL Cork residents Physically closing access to Capwell Rd and High Street via mini-park is a great idea.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1712	Objection to: The introduction of a bus gate at the junction of the Douglas Road and Belair estate The diversion of inbound (city bound) traffic from the Douglas Road onto Belair estate, Ballinlough Road and Wallace's Avenue Making the Douglas Road a local road only	Please see the NTA's response to Issue 2 in this report
NTA-C9-1712	I believe that these measures are excessive and will have a negative impact on Local character and quality of life	Please see the NTA's response to Issue 4 in this report
NTA-C9-1712	I believe that these measures are excessive and will have a negative impact on Air quality and environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-1712	Objection to The CPOs against private residential properties to facilitate unnecessary bus lanes	Please see the NTA's response to Issue 6 in this report
NTA-C9-1712	I believe that these measures are excessive and will have a negative impact on Pedestrian safety	Please see the NTA's response to Issue 3 in this report
NTA-C9-1714	In addition to this, there are plans to knock walls, which support said trees, and remove the local scenery and heritage that we all love and adore	Please see the NTA's response to Issue 4 in this report
NTA-C9-1714	The destruction of trees dating back passed any of us, never mind our parents our possibly even our grandparents is simply crude	Please see the NTA's response to Issue 4 in this report
NTA-C9-1718	I anticipate that we will have extreme difficulty accessing our home with a significant increase in traffic through Bellair Estate including HGVs.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1718	cause people to vacate which in turn will negatively impact commercial businesses who thrive based on the local communities.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1718	The proposal will destroy much of this heritage turning it into busy thoroughfare for HGVs and traffic on Douglas Road and Bellair Estate.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1718	The proposal will also significantly increase the noise pollution, air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1718	Restrictions to and the removal of parking on Douglas Road necessary for transport of many of these children to/from school, will compound this increased safety risk and further congest traffic. here are already limited parking facilities for Our Lady of Lourdes primary school at the top of Bellair Estate, this will be further impacted by the proposed changes which will cause safety issues and compound the traffic congestion.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1718	the proposal will devalue many properties in the area	Please see the NTA's response to Issue 7 in this report
NTA-C9-1718	loss of privacy for residents.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1718	There are several schools on or adjacent to the Douglas Road. The impact of increased traffic movement will significantly increase the safety risk for students. For those that walk to school, the wider road for crossing, additional traffic will be hazardous. Traffic will be displaced into surrounding residential/park areas along the Douglas Road. Safety of children who currently play in these areas or children who walk to avail of the green areas and parks is of real concern. In addition, there is real concern for the safety of many elderly residents who walk in the area with widened roads and increased traffic.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1719	Incentivise bus and bicycle usage in the area - bicycle hire programs in school, bicycle awareness classes in local schools, park and ride available making use of the large car parks for local GAA/rugby clubs that are largely unused during the day Free bus travel for students, so much of the traffic is at school drop/collect times due to the large no of schools in the area. Dedicated school buses from Maryborough, Carrs Hill, Douglas Village to each of the local schools. These buses could even be in a smaller size of shuttle bus to be safer on the house park roads they travel down	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1719	There is currently no major issue with the road network that would require such extensive redesign of the roads, there is little traffic build up on the Douglas Road except during school hours and rush work hours. By closing the Douglas road to car traffic there is going to be huge incentive to many motorist to use the housing park network in the area for rat runs.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1719	Surely there is a better balance to be achieved here whereby roads can be improved without destruction and such disruption to trees and habitats.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1719	An obvious solution to this is the implementation of school buses around the area, cycle programs in schools to give children the right knowledge and skills to cycle, pedestrian priority on traffic lights and park and ride (I am often waiting up to 3/4 mins for a green man to cross the road). Under the plans there were no thoughts given to access to the local school.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1719	prioritise pedestrians, make it more appealing and safer for those walking to school.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1719	Objection to the CPO of private gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1719	By closing the Douglas road to car traffic there is going to be huge incentive to many motorist to use the housing park network in the area for rat runs. This will increase the risk of traffic accidents and make the environment LESS safe for pedestrians and cyclists.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1719	At very least a survey of road users and pilot programme should be implemented before going ahead and spending such significant money on a plan that no study seems to be conducted on it's effectiveness. I did not see support for a study showing increased population growth in the area? I did not see in the plans any proposal on how to increase bus usage, studies done on the best way to improve bus usage in this area etc	Please see the NTA's response to Issue 1 in this report
NTA-C9-1724	I appeal to you not to signalise the Fingerpost roundabout. This will result in huge numbers of vehicles queuing for longer periods, particularly during non-peak periods.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1724	What this proposal overlooks is that most of the journeys made around Douglas every day are very short, to Douglas village. Bus Connects will make all these journeys longer and more difficult.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-1724	Also improved cycle-safety (the choke-point near St Columba's church is a particular problem).	Please see the NTA's response to Issue 3 in this report
NTA-C9-1731	I am shocked at the proposal to convert Douglas Road to a characterless highway completely alien to the area and indeed to our City. Has anyone in the NTA seen or given any consideration to the beautiful walls along the Douglas Road?	Please see the NTA's response to Issue 4 in this report
NTA-C9-1731	Douglas Road - We need to protect our environment not destroy it. Bus lanes are all very good but not at the cost of environmental destruction. The loss far outweighs any possible benefit.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1731	Douglas Road - To remove hundreds of beautiful trees many of which are very old is wrong. They are irreplaceable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1731	Douglas Road - The loss of all the gardens will also cause immense loss of biodiversity.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1734	I think the Douglas Road and the South Douglas Road should both be made one way, outbound and inbound, respectively - to give more room to the bus & cycle lanes	Please see the NTA's response to Issue 12 in this report
NTA-C9-1756	For Route 1, the proposed one way system on the city end of Douglas Road will mean the funnelling of large volumes of traffic down through Castlegreine park, Bernadette Way and Wallace Avenue These are residential neighbourhoods and the roads through these areas are not designed to take such a redirection of city bound traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-1758	it is unacceptable to think that there should be a further removal of green area in Maryborough Ridge and removal of the new Wall , hedging and planting.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1761	Submission made on behalf of Douglas Tidy Towns Group (DTT) DTT very supportive of the underpinning principles and the financial investment by the Government in providing enhanced modes of travel in Cork, which are truly sustainable DTT does believe that if the NTA (and Cork City Council) listens carefully to the views of the public, BusConnects can be a very positive initiative for Cork. Our key concerns can be summarised under seven headings: Best Practice, The Mangala/Ballybrack Woods, Bus Lanes, Green Spaces/Biodiversity, Cycle Paths, Footpaths, Bus Lanes and Douglas Village	Please see the NTA's response to Issue 12 in this report
NTA-C9-1761	On the proposals for STC I and K ,it would seem that the focus is much more about driving through communities with bus and cycle lanes and no consideration of impact on community and environment. All for the sake of a small reduction in travelling time at peak hours, which may or may not increase the use of public transport and reduce single car journeys the Plan, as it is currently written seems to be all pain for little gain! It maybe looking to help reduce the impact of climate change, but it is not respecting our existing environment, now or in the future. To win over the local communities impacted, understanding that long term gain for the health of our planet is critical. impacted, understanding that long term gain for the health of our planet is critical.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1761	Installation of bus lanes in both directions are planned regardless of whether there is an actual need for dual lanes for the full length of each route. Further detailed consideration needs to first be undertaken to understand the actual current and potential future traffic flows, together with the benefits of simply improving the existing bus network service and traffic management systems and then planning bus lanes thereafter	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1761	The proposed bus gates and no left/right turns proposed for Douglas Village will ruin what's left of the heart and community of the village, as well as its economy.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1761	Installation of cycle lanes in both directions are planned for the proposed routes, without considering alternatives, such as the use of greenways or the development of greenways that would create a true and safer network across the city for both cyclists and pedestrians.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1761	The loss of green spaces and biodiversity proposed throughout the Plan is totally unacceptable, as is the volume of CO2 emissions this will create. The proposals for "replanting" or "landscaping in other locations" does not in any way adequately respond to the loss to the community as a whole.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1761	<p>The Plan indicates that the new corridors will benefit the City by “creating a more efficient public transport network, reducing bus journey times and creating a safer environment for cyclists and pedestrians, but only refers to 93 km of bus lane/bus priority and a 56 km cycle network</p> <p>how are pedestrians being better served in the Plan other than by a number of enhanced crossings?</p> <p>It has been suggested pavements will be narrowed to allow for cycle paths, but how does this provide enhanced and safe facilities for pedestrians? Well-planned footpaths are continuous – not stopping abruptly mid-block or at road crossings</p> <p>Before you can get on a bus, start cycling or use your car, you need to be able to safely step out of a building onto the street – therefore the first priority must be for adequate and safe pavements</p> <p>The proposed improvements to pedestrian crossings will be critical but must include: dropped 10 kerbs for wheelchair users and buggies; tactile paving to let the visually impaired know where a dedicated crossing point is; and audible or tactile signals or ‘rotating cones’ found on the underside of the push button control box indicating when it is safe to cross.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1761	<p>The Plan says “Where lands, such as parts of gardens, are being acquired for widening – we will purchase the portion of front gardens from property owners; ensure new landscaping and replanting of the gardens, as well as providing compensation for the garden portion loss and disruption.”</p> <p>To take a portion of people’s driveway and gardens will have many negative impacts for the individual or family including:</p> <ul style="list-style-type: none"> ☒ Reduction in property values, even when the monetary compensation is taken into account ☒ Reduced parking capacity as well as entry and exit to properties ☒ The closer proximity of a high volume of vehicles (including heavy commercial vehicles) will increase noise and pollution and could cause both structural and foundational issues to already aging properties <p>Loss of outdoor space to breathe, for a child to play safely, to grow fruit and vegetables, to rewild or plant for biodiversity. Losing one’s garden (or part thereof) is not something that can be compensated by money alone – nor will be one feel compensated by creating landscaping somewhere else! We should be encouraging gardens (not removing them) and gardening to help reduce biodiversity loss and improve quality of life.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1761	<p>We understand that the Plan is based on best practice, but it is a desk exercise that has not:</p> <p>Looked at the impact on the communities within Cork</p> <p>Looked at the impact on the existing environment</p> <p>Looked at what is best practice for Cork, rather than general best practice!</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1763	I anticipate that we will have extreme difficulty accessing our home with a significant increase in traffic through Bellair Estate including HGVs	Please see the NTA's response to Issue 2 in this report
NTA-C9-1763	negatively impact commercial businesses who thrive based on the local communities.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1763	Traffic will be displaced into surrounding residential/park areas along the Douglas Road. Safety of children who currently play in these areas or children who walk to avail of the green areas and parks is of real concern. I	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1763	Douglas Road and Bellair Estate is a quiet suburb with a sense of community and a visible heritage The proposal will destroy much of this heritage turning it into busy thoroughfare for HGVs and traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1763	The proposal will also significantly increase the noise pollution, air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1763	Restrictions to and the removal of parking, necessary for transport of many of these children to/from school, will compound this increased safety risk and further congest traffic There are already limited parking facilities for Our Lady of Lourdes primary school at the top of Bellair Estate, this will be further impacted by the proposed changes which will cause safety issues and compound the traffic congestion.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1763	the proposal will devalue many properties in the area	Please see the NTA's response to Issue 7 in this report
NTA-C9-1763	loss of privacy for residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-1763	The proposal is also hazardous and a safety risk for all residents. There are several schools on or adjacent to the Douglas Road. The impact of increased traffic movement will significantly increase the safety risk for students. Traffic will be displaced into surrounding residential/park areas along the Douglas Road. Safety of children who currently play in these areas or children who walk to avail of the green areas and parks is of real concern. In addition, there is real concern for the safety of many elderly residents who walk in the area with widened roads and increased traffic.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1773	consideration could be given to the direction of traffic flows along the Douglas Road which might further reduce the extent of road space required and obviate the need to acquire thirdparty lands along the route	Please see the NTA's response to Issue 2 in this report
NTA-C9-1773	Douglas Road - Materials can be used to enhance the value of place (particularly in historic settings) and produce more attractive and cost-effective streets with reduced widths. We note that in the Cork City Development Plan 2022-2028 under Objectives 6.9 & 10.98 (Protection of landscape) there is an objective which seeks to restrict the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments that contribute to the historical fabric of the City and suburbs. Bus Connects, as currently drafted, represents a material breach of these objectives. An 'assessment of significance' should be prepared when dealing with interventions within historic core areas.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1773	. In the National Cycle Manual (2011) the standard single lane width for a carriageway on an arterial street is in the range of 2.75m to 3.5m. Bus Connects proposes a 3.5m carriageway in either direction (excluding the bus lane), which is the maximum recommended width and there is evidently scope to reduce this.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1773	Proposals contained within Bus Connects to widen Douglas Road (a residential street) to 16.6m+ is counter intuitive to the principles of modern road design. The detrimental legacy of road widening projects has contributed to many examples of poor planning, where neighbourhoods were dissected, with scant regard for local communities, such as occurred at Clanbrassil Street in the Liberties area of Dublin and closer to home, with the Blackpool bypass.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1773	Street trees are an integral part of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise/ pollution, enhance place, enhance legibility by highlighting the importance of connecting routes and distinguishing one area from another through variations in size and species selection. Bus Connects project currently lacks any consideration as to how tree planting could be used to mitigate impact	Please see the NTA's response to Issue 4 in this report
NTA-C9-1773	The use of materials and finishes is also a defining element of a street, particularly where it is used to define the levels of segregation and integration within a street. The material palette can define space, calm traffic and improve legibility, reducing the need for barriers, signage and line marking in favour of texture and colour. The Bus Connects project currently lacks any consideration as to how hard and soft landscaping could be used to mitigate impacts and how the use of materials to develop shared surfaces would allow for reduced carriageway, footpath and cycleway widths. Research has found that the use of robust surface materials (such as block paving) can reduce vehicle speeds by 4-7 km/h alone the use of paving, imprinted or looser materials (combined with no kerbing, is one of the clearest ways of reinforcing a low-speed environment and of signalling to all users that the main carriageway is to be shared.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1773	whilst increasing footpath widths should be a priority for designers where appropriate, this should be accommodated by narrowing vehicular carriageways. Similarly, Bus Connects is recommending 2m footpaths on both sides of the road, where 1.8m footpaths are equally feasible. The existing width of the public road/pavements along 1-4 Clermont is 15.5m, it is unclear therefore why the proposals include the requirement for a 2m reduction of all front gardens in order to secure a 16.6m corridor.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1773	It is our contention that if the footpaths were reduced marginally by 0.2m and the carriageways reduced to 3m, there remains ample existing road space to accommodate the proposals, without the requirement to procure private amenity space from residents along the route. inadequate consideration has been given to the impact on residents, primarily from the unnecessary reduction in private garden space, particularly where there is ample existing road width,	Please see the NTA's response to Issue 6 in this report
NTA-C9-1773	the emphasis should be on reducing street widths and enhancing pedestrian circulation and safety on Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-1773	An Environmental Assessment (EIA) would have considered the potential impacts of various corridor options having regard to considerations such as; noise impacts; impacts on air quality; impacts on cultural heritage; loss of privacy and amenities; landscape and visual impacts; and the traffic and 2 Page transportation impacts. It is our contention that the lack of an appropriate EIA and Traffic and Transport Assessment (TTA) as a precursor to the route selection process, constitutes a major deficiency in the design. T	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1774	The simple fact of the matter is that there is no demonstrable (or evidential need) for dedicated bus routes through the Douglas Road, and certainly not a 24 hour services of every 10 minutes.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1778	do not want the proposed plan to go ahead on Main Douglas Road as it will make it extremely difficult to enter my house due to having to pass various lanes of traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-1778	I am also not ok with the amount of noise and disturbance this route would cause outside my house.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1778	I am also concerned about the safety of crossing these lanes on the Main Douglas Road on a regular basis and how this may impact the other cyclists/pedestrians cars on route.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1780	Bus Corridor on the Douglas Road will destroy our neighbourhood our communities.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1780	Bus Corridor on the Douglas Road will destroy our trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1782	Whatever plans are finalised, we require unobstructed access to our laneway to reach our parking. This means that drop down curbs are required in front of the access point with enough room to fit a large transit van. This access also needs to be gained from the city bound direction, through the bus gate at Bellaire junction If there happened to be deliveries, builders or removal vans on the Ballinlough rd for access to properties, no vehicles would be able to pass and therefore adding valuable time to the emergency situation.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1782	My concern with bus corridor/gates and the one way system for cars outbound from the city on the Douglas Rd is a complete lack of monitoring meaning that vehicles will continue to flout the road rules making any positive changes to the road layout null and void. I propose that cameras are installed on each junction with traffic lights to stop illegal turns and also speed cameras installed on the Douglas Rd, especially on the bus corridor section between the bus gate from Bellair junction and Paddy the Farmers.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1785	If all City-bound traffic is being funnelled onto the already heavily-congested Douglas Link Road, then that will create stationary traffic trailing back onto the Well Road, which is already extremely congested at key times, but also increasingly at previously less busy times.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1797	Ballinlough road is too narrow for the excessive traffic which will cause holdups and tailbacks	Please see the NTA's response to Issue 2 in this report
NTA-C9-1797	the road is too narrow for the excessive traffic which will cause noise vibration and pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1797	May shortly need parking access for any FURTHER restrictions will prevent that.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1802	possible alternative option could be to make the Douglas Road one way at certain times of the day(rush hours - 3 hours in the morning and 2 hours in the evening). For example between the hours of 7:30am and 10:30am you can drive into town via the Douglas road, with one lane for cars and one lane for buses, and you can drive out of town on the South Douglas Road, with one lane for cars and one lane for buses.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-1802	I do not believe there is a need for extra lanes to handle the "traffic" and to get to town faster. In addition to this, the proposed route for non-bus traffic to turn right at BellAir and down Wallace's avenue is absolutely unacceptable and will negatively impact the School, residence of the hill and any business in the area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1802	I would also like to mention the stress and strain on the mental health of my neighbours as a result of this proposal. I can see the impact this process is having on my family, friends and neighbours and the decline in their mental health as a result	Please see the NTA's response to Issue 1 in this report
NTA-C9-1802	Trees on Douglas Road are very old and provide privacy for the property, shade for the garden, sound reduction from the road. Taking away these trees would negatively impact my mental health and the noise from the traffic would be increased significantly. these trees are hundreds of years old and play a valuable role in removing carbon dioxide from the cars from the air	Please see the NTA's response to Issue 4 in this report
NTA-C9-1802	I think a "city tax/charge" should be in place for people who drive their cars into town.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1802	Loss of garden space on Douglas Road will negatively impact residence	Please see the NTA's response to Issue 6 in this report
NTA-C9-1802	With the trees knocked on Douglas Road, this will open up the garden to onlookers on the buses. All passengers on the buses and especially double decker buses being able to see directly into my own bedroom, my parents bedroom and my brothers bedroom, along with the kitchen and living room.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1803	I feel the proposed plan will exacerbate access and egress issues in our park on Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-1803	Maybe make a one way loop with the South Douglas Road? Maybe put cycling lanes somewhere else (as per cycling plans) ?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1803	I believe that the proposed plan where we would have to drive down Wallace's Avenue to get to town is flawed.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1803	I don't know a lot about protection of buildings but I understand that there are historic stone walls, protected structures (approx. 50 recorded on the National Monuments Archive) on the route. There are preservation orders on the front of some of these buildings	Please see the NTA's response to Issue 4 in this report
NTA-C9-1803	The proposed change makes the route to town longer and more cumbersome	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1803	Wallace's Avenue - To make this workable parking would have to be prohibited on the road...where are these residents going to park?	Please see the NTA's response to Issue 5 in this report
NTA-C9-1803	I feel the proposed changes will devalue our property on Dougals Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-1803	I think that knocking and destroying 187 mature trees along the Douglas Road is a disgrace in a time where we are encouraging more greenery for a carbon footprint.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1803	I believe that the criteria for a CPO is not met because a) The route is not essential b) There are alternatives available	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-1803	I take issue with the process and methods used in informing residents of the Douglas Road of the proposed changes. a) Letters were only sent to homes with CPOs. I believe the proposed changes affect all the residents on the Douglas Road and that every householder should have been informed. b) I am told that the maps are not to scale and are out of date d) I am told that the proposed plan is contrary to CMAT, Cork City Cycling Plan and DLUTS plan e) Does the Draft document by Barry Transport have errors in it?	Please see the NTA's response to Issue 11 in this report
NTA-C9-1803	c) I am told that Traffic surveys were not carried out in advance	Please see the NTA's response to Issue 1 in this report
NTA-C9-1805	We strongly object to the proposed plans for Douglas Road Cars will still need to pass through at peak times (there are multiple schools in the area and many kids don't live nearby so still need to be dropped by car) and will just end up being pushed into tighter roads around the residential parts of Ballinlough, which can hardly cope with this traffic as it stands.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1807	I am very concerned at the proposed change to the traffic system on the Douglas Road, specifically the restriction of city bound traffic which forces all users then to either travel via the South Douglas Road (an already heavily congested route) or via the Well Road (which again has very high level of traffic currently and will also cause much higher levels of traffic through residential parks).	Please see the NTA's response to Issue 2 in this report
NTA-C9-1807	Douglas traffic is already a huge problem but this proposed change can only serve to further deteriorate the situation and cause much stress to local residents and in particular families trying to safely access the many local schools in a reasonably timely manner.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1808	restricted access to one's own property,	Please see the NTA's response to Issue 2 in this report
NTA-C9-1808	the impact of the roadworks along the route	Please see the NTA's response to Issue 8 in this report
NTA-C9-1808	removal of parking from people's property	Please see the NTA's response to Issue 5 in this report
NTA-C9-1808	the impact on access to local schools, sports clubs and businesses but why?	Please see the NTA's response to Issue 2 in this report
NTA-C9-1808	cross the city these plans result in the destruction of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1808	Firstly I need to raise my concern about the means by which this process was communicated to residents. I was not aware of anything until a neighbour put a flyer through my door inviting us to a local meeting. I hadn't been aware of the proposed route until that time and have never received any information directly from the NTA despite this route being on my doorstep so to speak. The initial consultation process and the meetings were not publicised at all and therefore the NTA never really engaged with local residents. It was a token effort.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1808	haven't seen any data to validate the need for the frequency of buses. the load data on the website is out of date (2018) so where is the recent data showing the demand for these bus lanes, the demand for the frequency of buses along these routes, the data on traffic jams which mean buses aren't on time etc	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1809	I welcome the reduction in bus fares and convenience of the Leap card has increased my use of the bus.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1809	the traffic on the Douglas Road is generally free flowing in the mornings,	Please see the NTA's response to Issue 2 in this report
NTA-C9-1809	Bus gate is an inconvenience as the Ballinlough Road is so narrow and I can only presume that the on-street parking will be removed as it is not specified in the proposal.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1809	The High Street/Southern Road cycle lane proposals seem particularly dangerous. Will electric scooters and bicycles be allowed use the proposed cycle lanes?	Please see the NTA's response to Issue 3 in this report
NTA-C9-1809	I do not believe that the proposed 3 lane traffic system from Bellair to Paddy the Farmers is necessary particularly as the ultimate goal is to reduce traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1809	We will have a wide concrete highway through residential areas which have very little traffic outside of the morning and evening commute. I hope the investment into a more sustainable transport system doesn't decimate the residential nature of the Douglas Road and the surrounding estates and communities.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1809	The proposed spaces in St Finbarr's Hospital are not near enough to accommodate the existing on street parking of Douglas Road, Ballinlough Road and Wallace's Avenue. the distance from the proposed parking to houses is not practical for everyday life	Please see the NTA's response to Issue 5 in this report
NTA-C9-1809	Funding should be available for schools, particularly secondary schools, to draft, implement and monitor traffic management plans for the drop off and collection of children.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1809	Will there be speed cameras? Another dangerous turn I regularly see cars undertake is turning right from Capwell Road onto Douglas Road.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1809	I welcome the proposed widening of footpaths on Douglas Road	Please see the NTA's response to Issue 13 in this report
NTA-C9-1811	I'm concerned with the re-routing of city bound traffic from Douglas Road at Bel Air. There is nothing in the plan that suggests how to move this traffic to the city centre, meaning that drivers are forced to choose one of three residential streets to get to the Boreenmanna Road and onward. On Bernadette Way, this will lead to a backup of traffic trying to enter the Boreenmanna Road side, congesting it with non-residential cars, increasing noise pollution and increasing health risk	Please see the NTA's response to Issue 2 in this report
NTA-C9-1811	The suburban character of the street will be badly damaged, perhaps beyond repair. The same applies to Wallace's Avenue and Carrigeen / Castlegreina Park, as it does to the other 'rat runs' that emerge from the plan like Hettyfield, Lake Lawn, and the suburban roads off the Well Road, the Ballinlough Road and the Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1811	On-street parking will become even more difficult with the re-routing of city bound traffic from Douglas Road at Bel Air.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1811	The loss of trees for carbon sequestering, biodiversity and health and well being are well documented. The plan does not given them due consideration. The increase in greenhouse gases in the construction phase is worth noting.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1815	City-bound traffic will be diverted (forced) up the South Douglas Road, a road which already experiences a high volume of traffic; or up the Well Road, through a residential area of estates and parks , roads that are not built for this purpose.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1815	The proposed changes to Douglas village, will destroy the character and history of the locality The Fingerpost Roundabout will be gone forever, this is a focal point of not only Douglas history but also Cork and indeed Irish history.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1815	It will turn our village and the surrounding area where we live into a soulless concrete jungle with congested traffic either side of the bus corridor/ How is this an environmentally sound proposal?	Please see the NTA's response to Issue 4 in this report
NTA-C9-1815	The proposed route will destroy mature trees and green areas.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1815	will be forced to cross two bus lanes, two car lanes and two cycle lanes - and seeing as buses, cars and bicycles and scooters already regularly run the red light near the school - this will be an accident waiting to happen.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1816	Reddy Architecture are tenants of the Douglas Business Centre on Carrigaline Road There are over 50 of us working in the Business centre presently with off street- private parking to the front of the building providing 16 spaces - essential for staff and visitors to our relative businesses. On Maps 9 and 10 of STC I, it is stated that the Carrigaline road outside our business is to be made two way for local access traffic Observations No design shown of how it will be made two way, where the additional lane will be positioned, Part M compliant footpaths or potential impact on adjoining properties including our business. The road is not wide enough to accommodate an additional lane of traffic in a number of locations. Where this is potentially possible, we anticipate it would involve acquisition of land from adjoining properties. This would likely remove areas of private parking to the front of our business which would be determinantal to us and our staff. In addition, the installation of a new traffic lane will remove all parallel parking on the street and the taxi rank by Barry's Public house. Visitors to our respective businesses will have no place to park in the vicinity. The effective closing off of Douglas village with bus gates. You can no longer access the village, the South link and wider road network at the end of the Carrigaline Road. The only option is to turn onto East Douglas street, but as the fingerpost is also now closed and gated, you are forced through the East Village. The East Village will become a rat run and bottle neck for those coming from Carrigaline wishing to avoid the now signalized Fingerpost junction	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1821	Currently there is not a major traffic congestion on Douglas road. The wait times for a bus are short and there are cycle lanes in key areas along the route. The proposal to widen the road is completely excessive and unnecessary This change will force traffic and parking into all of the off roads and estates between Douglas and South Douglas road whilst giving little to no benefit wrt transport / traffic improvements in the city.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1821	It will destroy the character of the Douglas road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1821	causing major disruption to the area both short to medium term with the construction work	Please see the NTA's response to Issue 8 in this report
NTA-C9-1821	causing major disruption to the area with removal of parking areas along the route.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-1821	I object to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1821	I object to the proposed removal of lands from private residents along Douglas road	Please see the NTA's response to Issue 6 in this report
NTA-C9-1821	There has been little to no consultation with local schools and businesses as to how this will effect them both short and long term.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1824	In the proposal, Douglas Road becomes a one-way street at Bellaire Estate, which means that drivers will be forced to turn onto Bellaire Estate, the Cross Douglas Road, or any other through road prior to that to make their way into the city. This will cause more traffic havoc at peak times.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1824	The removal of existing, mature trees with no suggested replacements on the Douglas Road is unacceptable. These trees act as a buffer to noise pollution for residents and enhance the road overall.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1824	It is unclear how "local access only" will be specifically managed and enforced.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1824	Continuous footpaths on both sides of Douglas Road, with new toucan crossings, as well as cycle lanes is a positive aspect of proposals	Please see the NTA's response to Issue 13 in this report
NTA-C9-1826	Some properties on Douglas Road have no rear access. For those that do, access is restricted, unpaved and the rights of way are not always fully established.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1826	Removal of parking will impact Elderly and less mobile residents and Residents with disabilities and visitors who have disabilities	Please see the NTA's response to Issue 5 in this report
NTA-C9-1826	Moving the bus gate closer to St Finbarr's Hospital. This would still prevent through traffic accessing this section of the road but allow residents and customers of the local shops access to them. Allowing residents access through the bus gate. Either permanently by programming the gate to allow registered vehicles through, or by only enforcing the bus gate during peak periods (as is currently the practice elsewhere in the city) Stopping Douglas Road from being an artery to the city for users from outside the immediate area should significantly reduce peak traffic. Improving and incentivising transfer of school traffic to bus service - both for the 5 schools contained within the area of this scheme and those in the city. Targeting bus priority to specific time zones based on actual traffic data	Please see the NTA's response to Issue 12 in this report
NTA-C9-1826	We believe that reducing the road capacity to one bus lane would provide an opportunity to redesign the scheme and address a number of our issues.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1826	many residents find the bus service so unreliable and infrequent that they are forced to use private transport along the existing bus routes	Please see the NTA's response to Issue 10 in this report
NTA-C9-1826	We are concerned that restricted access at Bel Air and Douglas Road to the Pharmacy and Tesco would force these businesses to close at that location	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1826	<p>The plan includes a Bus Gate just after the junction of Bel Air Estate and Douglas Road to limit city-bound traffic from that point.</p> <p>We understand that the proposal is that residents who live beyond this point use an alternative route to access their properties when travelling from the Douglas area: they must turn right up Bellair; turn left along Ballinlough Road (which is currently one way but will be reversed - although the documentation is unclear on this); turn left again at the end of Ballinlough Road back on to Douglas Road; and approach their properties from the city end.</p> <p>We note a number of issues to this proposal:</p> <p>Inconvenience of the additional journey around the block The alternative is unsuitable for existing traffic: It passes a primary school and is already dangerous and congested at school drop-off and collection times The lower section of Ballinlough Road is very narrow and at present contains on-street parking for residents. In order to allow traffic to flow freely down this we would expect it to be necessary to remove on-street parking here. These residents have no off-street alternative</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1826	<p>The proposal includes the removal of on-street parking along the route on both sides of the road. It proposes that residents park in a new common parking area outside St Finbarr's Hospital.</p> <p>The distance from the proposed alternative is substantial (up to 350m), it makes the proposal unusable and impractical and therefore unacceptable to residents. In particular, it impacts: Residents with young children, Anyone needing to transport items to their home (eg shopping)</p> <p>There are insufficient spaces planned given the wider impacts of the proposal (including parking required to offset the reduced residents parking in other areas).</p> <p>There is now no provision for commercial access to our properties</p> <p>There is no provision for community healthcare</p> <p>Other residential streets will become overburdened with parked cars.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1826	<p>They stand to lose gardens and existing off-street parking.</p> <p>The plans appear to transform secluded private residences to street-facing properties.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1826	<p>Moreover at no point is the impact of the scheme to them identified and they have not been consulted in the current process as they are not directly on the route</p> <p>While the exact extent of the land-take is unclear from the high-level plans (which are using substandard maps without accurate scale or dimensions),</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1827	<p>The plans for the amendment to the bus routes through Douglas Rd exhibit a blatant disregard for residents, nature and due process.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1827	<p>I object in the strongest terms to the plans and would like to see a far greater level of cohesion, responsibility and ownership vis-à-vis how said plans have A) Come to fruition and the tendering process for the planned development. B) The Council's means of engagement with local residents and any canvassing of their opinions. C) The provision of alternative, more suitable proposals.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1831	<p>It is unclear from your proposal how we are to re-enter the street once we have left in a car on High Street</p> <p>It is also unclear if we would be able to cross to the Back Douglas Road via the Cross Douglas Road</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1831	This will add on at least 20 mins to half an hour due to traffic for a journey that currently takes 90 seconds. In the current climate of rising fuel costs this is an incredible economic waste for the residents here.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1831	Also making High Street one way and pushing all of High Street's traffic onto Windmill road is incredibly dangerous for residents on both streets The current plans will lead to emergency services needing to park on Summerhill South and travel on foot to the emergency	Please see the NTA's response to Issue 3 in this report
NTA-C9-1834	The history and heritage of the Douglas Road and area is very important and must be kept and celebrated. Not to have this precious area ripped up unnecessarily	Please see the NTA's response to Issue 4 in this report
NTA-C9-1834	We need to maintain the Douglas Road between Douglas and Cork.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1835	Strongly opposed due to Traffic Diversions	Please see the NTA's response to Issue 2 in this report
NTA-C9-1835	Health and wellbeing – effects on our family and our neighbours, both physically and emotionally	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1835	Disruptive construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-1835	Devaluation of property due to a potential increase in movement of traffic and no parking spaces outside our home	Please see the NTA's response to Issue 7 in this report
NTA-C9-1835	Objection due to Potential cost of the construction process	Please see the NTA's response to Issue 1 in this report
NTA-C9-1846	on-street parking in places like Church St and Churchyard Lane, would be better used as a bus lane to approach the bus stop.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1846	Using the current 220 at Peak hours, Douglas Village adds more delay to the journey than anywhere else between Maryborough Hill and the City Centre. As Douglas is used by several different bus routes, there are frequently multiple buses trying to use the same stops at the same time. The stops need to be bigger (both in terms of road space and shelters) to accommodate this. The bus stop outside the Legion of Mary is removed, but this is acceptable in view of the addition of an extra stop on Tramway Terrace. Nothing is really shown of the Old Carrigaline Rd inbound, but this would benefit from the addition of a stop near the Catholic Church. the inbound stop near the junction of Markborough Woods and Maryborough Hill should be moved south of the junction (opposite the outbound stop). The bus stops at Broadale need shelters as part of this work The addition of a formal bus stop for Johnstown and footpath for access would be helpful	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1846	The narrowing of the junction from Rhodaville Estate to the Douglas Rd is to be welcomed. It should discourage drivers from breaking the No Entry sign as happens at the moment. I feel there should be a contra-flow cycle lane, similar to what already exists in Woodview or Clermont Avenue.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1846	As there are so many car parks around Douglas and plenty of on-street parking in places like Church St and Churchyard Lane, these four or so spaces don't add much, but do mean adding cars to traffic in the village centre and drivers manoeuvring into parallel parking spaces to slow public transport.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1851	I suggest putting a bus layby at st Finbarrs to allow a continuous flow of cars for when the bus needs to pull in to pick up passengers.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1851	There is no need in my opinion to destroy the area to solve the issue of traffic congestion with a bus flow route.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1851	Widening of the the Douglas road is an unnecessary destruction of a beautiful suburban area. The treeline road provides a community with a beautiful walkway from town to Douglas.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1854	The issue is caused by on street parking near the turners cross tavern and poor traffic management at the school. If cars could pull in to drop off, the traffic would be removed from the main road freeing up the road.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1854	Objection to take over part of people's garden on the way into Turners Cross from Douglas on the South Douglas road. This will not resolve any of the issues that currently surround traffic congestion in the area.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1863	Having grown up on the Douglas Road I am used to council works late at night that disturb sleep with noise, lights and emissions from council equipment such as tar machines. I feel that this huge undertaking is too close to the fronts of houses on the road, as well as the playground of Eglantine National School which has over 750 students.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1863	I believe that a better option would be to make the Douglas Road one way during rush hour (linked with the back Douglas Road) so that there would be two lanes of traffic running into the city for buses, cars and bikes. I do not believe that adding another lane will encourage people to cycle or take the bus.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1865	The proposal to introduce traffic lights at the end of Maryborough Hill will be disastrous resulting in tailbacks probably as far as Moneygourney.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1865	Diverting all Douglas traffic up a very narrow twisty Well Rd is surely a recipe for disaster.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1865	I wonder if the proposers of this proposal have spent time living and commuting in Douglas. If not I would invite you all to do so before signing off on closing off the Douglas Road, erasing beautiful gardens, knocking down beautiful stone walls, erasing some of Boreenmanna Park, culling beautiful trees, removing vast nos of vital on street parking etc.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1865	It seems to me that most of this proposal is ill thought out in terms of its impact on the daily lives of so many trying their best to navigate living in Douglas with your focus only on end result of more bus and cycle lanes - have you consulted the residents of the greater Douglas area to know how many will utilise these new facilities? It seems like a very significant monetary investment but with great disregard for the residents of Douglas, their community, green area, commuters, school goers.	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C9-1865	<p>I have heard about the proposed plans for Douglas through word of mouth - anyone I ve spoken to has not seen or been contacted by any organisation to explain discuss inform or debate the proposals.</p> <p>Everything seems to be behind closed doors and the time frame for submissions very limited and extremely difficult .</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1865	<p>The new proposals will not benefit the hundreds of national school children who live in the highly densely populated Maryborough Hill / Garryduff / Rochestown who attend schools in the greater Douglas area.</p> <p>National school children cannot take public bus transport to school unless the NTA will propose special care assistants to care for young children on the bus route and ensure their safe access to whatever school they are attending .</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1867	<p>One new toucan crossing (p 35) is a welcome addition but this section of the Southern Road will lose its dedicated cycle lane under the new plan.</p> <p>Cyclists will have to share the road with an additional lane of traffic.</p> <p>Under this plan, there is little consideration given to cyclists and pedestrians.</p>	<p>Please see the NTA's response to Issue 13 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1867	<p>Removing walls and trees to widen the road can also increase driver speed.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1867	<p>I am very concerned that the proposed road widening in Douglas, which will facilitate bus and cycle lanes, will encourage drivers to speed.</p> <p>In a built-up area frequented by school children, this could lead to more accidents involving pedestrians.</p> <p>As greater vehicular speed increases the likelihood of pedestrians suffering serious injury or death</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1869	<p>The Douglas road is never that busy and widening it seems like a really stupid idea.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1872	<p>Your proposals for Boreenmanna Road and Douglas Road may (or may not) facilitate the transporting of commuters from 'A' to 'Z', but in a few short years from now the heritage, the natural resources, and the communities between these two points will be damaged beyond recognition. Future generations will shake their heads in disbelief.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1872	<p>Your proposed plans for both of these roads have a single purpose, i.e. to whisk commuters by bus, as rapidly as possible, from 'A' to 'Z' and back again.</p> <p>HOWEVER - your plans not only ignore all the people who live between these two points, they ride roughshod over the communities which have been created and which have flourished over many years.</p> <p>THIS IS A RESIDENTIAL AREA. THE FUNDAMENTAL ETHOS OF THE PLACE IS 'COMMUNITY'.</p> <p>Your proposed plans will destroy this.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1872	<p>PLEASE, PLEASE SCRAP YOUR EXISTING PROPOSALS. PUT AWAY GOOGLEMAPS AND OTHER AERIAL MAPS. COME DOWN TO GROUND LEVEL.</p> <p>ENGAGE IN GENUINE DISCUSSION WITH THE RESIDENTS OF BALLINLOUGH AND DOUGLAS. LISTEN. PLEASE SHOW SOME SENSE. THERE ARE OTHER OPTIONS WHICH WILL BENEFIT ALL PARTIES.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1874	<p>The widening and removal of mature tress on the Douglas Road will also require the demolition of beautiful stone walls. This decision is irreversible and would result in the loss of such a pleasant visual landscape.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1874	A terribly disruptive and destructive construction process is of little benefit. Property on the chosen routes will be significantly devalued. The detrimental impact on the environment and biodiversity alone should be reason for this not to proceed. There must be an alternative option. Perhaps making the Douglas road one way and creating a loop with the South Douglas Road could be examined.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1874	The possibility of traffic from Douglas Road being funnelled down the Cross Douglas Road would result in parking being removed from this road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1874	This would result in significant increased traffic on a road where many of the houses built in the late 1800s have already weak foundations. Traffic calming strips were refused by City Council due to the vibrations they would cause.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1874	Our Lady of Lourdes school is located at the top of this already busy road (Belair) and has recently got approval for a traffic calming system to be installed. This route has no consideration for the health and safety for the children attending this school nor the parents who need to drop them here. Perhaps the NTA should walk this route or even have a chat with the lollipop lady.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1874	Traffic is then to be channeled through smaller parks such as Wallaces Avenue, Bernadette Way and Castlegreina Park which will now become a rat run and endanger the residents, many whom have young children living there.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1886	So is this major road widening being proposed to cater only for rush-hour traffic? If so, is it not better to deal with that problem by reducing the traffic peaks, spreading traffic through the day, etc?	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1886	It will encroach on gardens that are an important part of a healthy urban environment and could be used by residents to create beauty or grow food for themselves. It will make the road a very dominant, hard and oppressive feature in the environment. That seems to me to run counter to an environmentally responsible approach to planning urban mobility, and not beneficial to human health, especially in view of the increasingly recognised importance of biophilic urban design as a mental health issue.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1886	The "solution" proposed on this route will destroy large numbers of mature trees (which can't be replaced with so-called "mature" trees as the guide states - the replacement trees actually need to be young in order to establish themselves successfully - so decades of growth will be lost in destroying mature trees and replacing with young ones).	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	There will be little or no benefite to having a bus lane all the way along the Douglas Road. All residents are saying the same thing – this is a free flowing road for traffic and the level of traffic is getting steadily less. This is particularly noticeable since the increase in people working from home.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-1890	As a resident of Douglas Road, near Woolhara Park, I am certain this plan gives us no benefits but hugely significant negative factors. It should be rejected categorically and no road widening should be considered in the next draft.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1890	There would be 56 heritage sites destroyed by STC I. How can that even be suggested as a starting point? It makes a mockery of the plans that they would choose to destroy the heritage of a historical route like Douglas Road. This shows no regard for local landscape and local residents and one can only imagine this concept was not designed by anybody that knows much about Cork city. This is not a road that can be widened without destroying the unique protected identity of this well known city route. What a shameful plan.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	The current plan would offer us nothing by way of benefit. Yet it would be extremely detrimental in many ways to the local environment and neighbourhood. Alternatives that do not destroy the existing infrastructure need to be considered to get a better balance. There are minor pinch points on the routes at very limited times of the day that could be looked at with traffic management solutions. Road widening should be taken off the table, it is not an acceptable solution.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1890	It will also impact the air and noise pollution for all residents of the street. It's an unacceptable impact, the trees should not be destroyed to make way for increases in commuter from outside the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	The current plan to push traffic off the Douglas Road will make those car journeys longer and slower, thus increasing the carbon footprint of those journeys. As residents in the area we will not be encouraged to walk/cycle/bus any more than we currently do. We only use the car for journeys (weekend sports) that would not be possible via any other means. This plan will make our journeys longer. All residents we speak to make the same point. There is no consideration of the existing communities in the STC I proposal.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	It will destroy a mature, established and well run neighbourhood and significantly decrease the quality of life for those already resident in the area and adjoining areas.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	The plan will destroy the aesthetic and natural beauty of a mature residential area. It would have a soulless commuter corridor of concrete through its middle, replacing the natural character that currently exists. The plan does not take the local area or residents into account and destroys an existing residential area in a blinkered attempt to provide services to commuters passing through.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	The houses on the Douglas Road would all lose value if the beautiful old road with its mature trees and walls was to be replaced by a huge wide soulless commuter highway for passers. And it will also have a knock on impact on the adjoining parks that will have increased traffic and rat runs where the roads are not capable or suitable for same. These are family areas and homes that will be far less attractive to families in the future and hence devalue the areas significantly.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1890	<p>The destruction of close to 200 trees along the Douglas Road makes no sense in a green agenda. Many of these trees are mature and estimated to be 150-200 years old.</p> <p>They cannot be replaced like for like and will forever change the wonderful aesthetic and natural look and feel of the area. It is also noted that the STC I brochure underestimates the number of trees to be 87 (section 2.3) which is clearly wrong as there are many more trees in the gardens than can be seen on the printed brochures.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1890	<p>This plan shows little or no respect for individual rights of their private property. It should be a last resort to have to CPO property and should be proven essential.</p> <p>The initial expectation to CPO nearly 100 private property areas and 100 parking spaces shows this project in a very poor light.</p> <p>There is clearly no effort to work within the boundaries of existing residential structure. This should not be allowed and it is difficult to understand how this is legally acceptable that this level of CPO would be proposed.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1890	<p>Many houses along the Douglas Road are old and there is already a high instance of subsidence in the area. Both the construction work and the impact of increased bus traffic closer to old houses will significantly increase the risks.</p> <p>The area is also known to be prone to sinkholes which will be a big risk for construction phase and with the increased vibrations of the commuter corridors.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1890	<p>There are over five thousand school children in schools withing a half kilometer of the Douglas Road. Majority of those are Montessori and National school age children. STC I does not take the safety of these kids into account.</p> <p>Inadequate drop off areas where schools have had drop off areas replaced by the proposed route. Then all the other schools will have increased traffic rushing through residential side streets with the traffic that will be forced off the Douglas Road.</p> <p>Eglantine NS and the Liliput Montessori are two examples where the safety of school kids is not adequately considered with no dropoff and increased displaced traffice at the latter.</p> <p>The children that live and those that go to school in the area will have a 17 metre commuter corridor to contend with which will be far less safe than the current quiet residential road.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-1890	<p>Increasing the width of the road by pouring lots of concrete over natural drainage of gardens will increase the flood risks.</p> <p>There are already houses starting to get flooded on the Douglas Road. And Cork in general has a very bad record with flooding as it is built on flood plains.</p> <p>This plan will increase the risks significantly and is not acceptable as we face global warming.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1892	<p>Proposals made for the Douglas Road seem to neglect the people living in the area.</p> <p>The loss of trees and a drastic change to the road layout would, it is my belief, make the houses along the route and the area in general less conducive to a pleasant work-life balance.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1892	<p>The focus on public transport is needed and long overdue - but if the idea is to make every town a commuter town and everything along the way simply a commuter route - rather than a place to live, I fail to see the benefits.</p> <p>We don't need a super modern concrete sleek mess. I would think Cork City is better than that, a green city doesn't mean it's covered in concrete nonsense.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-1896	<p>The proposals to annex large parts of residents' gardens is "well over the top". Bellair is unsuitable for the planned proposals for the following reasons:-</p> <ul style="list-style-type: none"> a) There is a STOP sign at the top of Bellair b) There is a school at the top of Bellair c) There will be 2 pedestrian crossings serving the school) All such traffic will be routed down Wallace's Avenue. Two number right angle bends must be negotiated e) The vast majority of City Bound Traffic on the Ballinlough Road currently go to town via Bellair and the Douglas Road. All such traffic will now be forced to turn down Wallace's Avenue f) What is the plan for Wallace's Avenue? This is already busy, and effectively functions as a one way road g) And what is the plan for the Wallace's Avenue residents? At least half, if not all the existing parking places on Wallace's Avenue will be lost. What is the replacement car parking plan? h) There will be an extra demand for parking in this area, when the apartment complex, now under construction, is completed, situated on the corner of Wallace's Avenue and Bohereenmanna Road. What is the solution? i) All inbound traffic on the Douglas Road (if it reaches Bellair), the Ballinlough Road, and the Bohereenmanna Road will proceed westwards to the Link Road leading to town. And then What? <p>It is my view that the Bus Connect programme will make an already poor traffic situation even worse.</p> <p>It is not sustainable to press ahead with a bus proposal, which makes the car situation even worse. Public opinion will not allow it.</p> <ul style="list-style-type: none"> k) Considering the Maryborough Hill to City route on its own, it will not work, because it sends all town bound traffic to the Link Road which is already backing up, often back to the South Douglas Road, at busy times. <p>If the NTA had any understanding of Cork, they would realise that the city centre traffic must first be tackled. It is bad now, what would it be like if the City doubles in size?</p> <p>The plans for this route are unsustainable, for the reasons listed above.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1905	<p>Especially seeing as the services offered here are often for older people and people with mobility issues (The south Lee Occupational Therapy department operates out of here).</p> <p>Also the idea of blocking off access to St Finbarr's hospital from BellAir and only being able to access a major medical centre from the city side really needs to be looked at.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1905	<p>I do not agree with the bus corridor at BellAir stopping all city bound traffic and forcing such traffic to turn up BellAir to an already dangerous corner for pedestrians, most especially primary school children arriving and leaving Our Lady of Lourdes school.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1905	<p>Finally I totally oppose the idea of removing all parking from this section of Ballinlough Road . Many of the cars parked in this area are belonging to elderly residents who have lived in this area for many, many years and should be entitled to park their own car outside their own door as they have done for many years. Especially those that have limited mobility and need access to such to be close.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1917	<p>Prolonged traffic diversions will impact the access to our home;</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-1917	<p>The route proposes to run large volumes of buses (by the vary nature of 24/7 bus traffic) down roadways clearly unsuitable for such vehicles OR such volumes, e.g. Wallace's Avenue;</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1917	<p>The Douglas Road has a significant number of protected structures on the Road, and these must be maintained for generations to come;</p> <p>Many of the properties which would be affected by the proposed route have significant and historic boundary walls including stone and lime rendered walls which are of heritage significance;</p> <p>There are approximately 50no structures on the Douglas Road which are recorded on the National Monuments Archive;</p> <p>It is Inconceivable that a route to supposedly improve our lives, would involve permanent destruction to the City's heritage and protected structures.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	<p>For this Bus Connects proposal to suggest it will significantly improve transport times along the Douglas Road is false; it currently takes 13 – 16 minutes to travel from Douglas Village to the city centre (off-peak). The proposed route suggests travel time will be 14 minutes.</p> <p>The majority of 'delays' pertain to 1 hour in the morning during school terms; this does not occur outside the morning school rush, nor in evenings or at weekends/holidays.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C9-1917	The proposed route does not offer a proper solution to dealing with the bottleneck that is Douglas Village.	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1917	<p>The biodiversity impact, with over 100 species affected, is joint worst for routes selected per the NTA.</p> <p>It is unfathomable that such destruction to the environment be proposed or considered when our environment is gravely at risk;</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	Loss of trees will result in loss of shading and increase light pollution;	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	The route proposes to destroy the majority of one to Cork City's remaining green urban corridors.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	The proposed running of buses 24/7 will add to noise and air pollution; even if all buses are electric, there is still impact to the environment with their charging / running.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	The construction process is likely to take several years to complete, with ongoing delays and disruptions to accessing our home;	Please see the NTA's response to Issue 8 in this report
NTA-C9-1917	The construction process will add significantly to noise and air pollution;	Please see the NTA's response to Issue 8 in this report
NTA-C9-1917	<p>The Douglas Road provides for a wonderful amenity used by hundreds of people daily;</p> <p>I walk it daily in the evening, and to restrict this will deny the people the use of this amenity.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	The introduction of a corridor what will double the current width of Douglas Road will likely result in the devaluation of our home;	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-1917	The route selected destroys up to 200no mature trees, the most of all routes proposed; There is unlikely to be sufficient space remaining to replace the trees with like for like quantity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1917	Douglas Road is known as an area susceptible to subsidence; the proposed route will necessitate construction works that will most definitely impact the stability of many homes, impact drainage systems and runs the risk of increased incidence of subsidence and sink holes.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1917	Neighbouring schools, of which there are >5,000 children's drop-offs, and reduced security for those walking and cycling to school currently.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1917	The proposed works will be disruptive extensive, likely to cause significant damage (drainage, subsidence, boundary interference, etc.) to our property given the proximity of the proximity of the works to our home;	Please see the NTA's response to Issue 3 in this report
NTA-C9-1918	The city centre will have to be managed to prioritise bus/service vehicle access and reduce private car access.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1918	I broadly support the plans to improve access for pedestrians, cyclists and buses on the Douglas Road. There is a footpath on only side side for a large stretch of the road and it is very narrow in places. There is a considerable amount of pedestrian traffic due to the abundance of schools, both primary and secondary in proximity to the Douglas Road and improved footpaths should be a priority.	Please see the NTA's response to Issue 13 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1926	The road is only busy for about 40 minutes in the morning and more spread out in the afternoons.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-1926	As there are so many schools in the whole area there will be big trouble with people trying to park their cars on roads that are now been used for commuter traffic which will end up in loss of life with children trying to cross the road with all the extra traffic pushed off the main road.	Please see the NTA's response to Issue 5 in this report. Please see NTA's response to Issue 3 in this report.
NTA-C9-1926	I object strongly to the cutting down of trees and ruining a historic road is of no benefit. The traffic will just be pushed elsewhere down the track to get caught.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1926	As their cars on roads that are now been used for commuter traffic which will end up in loss of life with children trying to cross the road with all the extra traffic pushed off the main road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-1929	But under these plans there is no proposal to join up these two pathways via a new over/underpass or along Mick Barry road. I think this should be considered and included, as it would provide a route from Douglas to Togher and onto Wilton/CUH etc.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1929	There are cycle lanes shown from the Maryborough side to Douglas and from the City side to Douglas, but none shown throughout Douglas? This doesn't add up! There should be continuity throughout the scheme.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1929	There is a petrol station in the heart of Douglas, with the current plans, 3 of the 4 access routes to the station will be cut-off. I have no affiliation/interest in the business other than occasionally re-fuelling there, but the proposed plans seem very unfair to that business. I know petrol/diesel will not be required in 10-15 years, but the stations will probably adapt to provide hydrogen or electric charging etc....so this site may be required for motorists still in the future.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1929	There seems to be unnecessary and excessive tree removal planned along the route. If for short sections bus/cycle lanes must merge, then this is preferable than the removal of trees. Trees help with alleviate traffic pollution, and provide fresh air and shading.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1930	I find that increasing the volume of parked cars in residential areas already over ridden with parking as it is just shows poor planning.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1930	I think that there has been no thought put into safety concerns of school going children on Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-1933	Both routes require access via Church Road. If deliveries from Douglas Road and Rochestown Road need to access the northern delivery entrance, then these would need to be made via Douglas Link Road, off West Douglas Street (Blue). Moreover, new proposals outlined in Map K (Kinsale Road to Douglas) show that the carriageway for private vehicles along Carrigaline Road will be reduced to accommodate bus lanes on either side. This will make it more difficult for large delivery trucks to turn onto Church Road, which they will be forced to do, if no access is given from Church Street/East Douglas Road. This would impact both the arrivals of deliveries and the accessibility of the carpark for visitors. Should delivery trucks be unable to use this route due to the bridge along Church Road, all deliveries to Church Street will be forced to re-route their journeys with a significantly longer alternative route which would involve travelling along the Cork South Ring Road, before making a U-turn at the Kinsale Road Roundabout, travelling along the South Ring Road again and taking the West Douglas exit, which brings vehicles back onto West Douglas Street. Street. This alternative route is illustrated below and is completely unacceptable to our client.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1933	The removal of Through Traffic to the City further north on the Douglas Road will lead to an increase of traffic on both the Douglas Link Road and the Well Road both important access roads to the Centre. Ideally an additional crossing of the South ring road outside of the centre of Douglas is what is needed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1933	Deliveries are made from a number of different routes, including Douglas Road, the South Link and Rochestown Road. All of these journeys require access via the Douglas Link/Kinsale Road or the eastern side of Church Street to carry out these deliveries in a safe and convenient manner It is imperative therefore that the BusConnects proposals do not have further negative implications for the Centre. Any proposals which undermine the vitality and viability of the centre, are totally unacceptable to our client and would be completely contrary to the City Council's objectives for the area and for Douglas Village Shopping Centre. With regard to general visitor/shopping traffic to DSC, the proposals outlined in the preferred route will radically impact their ability to access the centre's carpark. The implications of the proposed Maryborough to City STC and its impact on traffic movement in Douglas have been explained above. The preferred route identified by the NTA will have a significant adverse impact on both the numbers visiting Douglas Village Shopping Centre and on day-to-day operations regarding same. All visitors travelling via Douglas Road or from the eastern side of Douglas and other areas (Rochestown, Passage West, Garryduff, Mount Oval, Maryborough Hill) will have severely restricted access to the carpark.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1938	<p>The re-routed city bound traffic will travel through Belair and down Wallaces Avenue.</p> <p>This route is completely unsuited to this volume of traffic. Even removing parking from Wallaces Avenue, this is a small side road for occasional cars rather than a high volume thoroughfare.</p> <p>This will lead to significant traffic backup.</p> <p>Traffic backed up on Wallaces Avenue will likely turn left to avoid Wallaces Avenue and make for Boreenmanna Rd via Bernadette Way.</p> <p>This is another quiet residential road completely unsuited to large volumes of traffic.</p> <p>Traffic looking to access St Finbarr's hospital from the Maryborough side will be re-routed down Ballinlough Rd - the section that is currently one-way in the opposite direction.</p> <p>it is not currently wide enough to accommodate delivery vehicles and trucks that would be diverted in this direction.</p> <p>The turn from Belair onto Ballinlough Rd would not be possible for medium or large trucks making deliveries.</p> <p>The Ballinlough area is a highly residential area and is not currently impacted by traffic congestion. This scheme would cause traffic congestion in the area and reduce the quality of life in general for all residents.</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-1938	<p>a one way route will be in operation which will direct all city bound traffic via Belair and onto Boreenmanna Rd.</p> <p>This at the same time as traffic calming measures are being implemented at the local primary school.</p> <p>This scheme will multiply the levels of traffic and increase the risk to children's lives.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1943	<p>Retaining car lanes in both directions will result in: Unnecessary road widening and impact on local residents. The continued use of the car above all other options and. The further deterioration of Douglas Village into a traffic-choked dead-zone.</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1943	<p>While I very much support the aims of BusConnects and the wider transport plan I do not think that the current plan achieves that and will have a disproportionate effect on local residents and the local environment.</p>	<p>Please see the NTA's response to Issue 13 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1943	<p>The current plan will be the final nail in the coffin for Douglas Village which has been completely destroyed by overdevelopment and oversupply of supermarkets, fast food and car parking.</p> <p>It's such a shame what has been allowed to happen to a once great place to live.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-1943	Douglas Road and South Douglas Road one-way to private cars as this will allow for bus lanes and cycle lanes without having the same environmental impact. There are plenty of connecting roads between the Douglas and South Douglas Roads (seven from Capwell Road to the Douglas Link Road) so no one will have to drive very far to get to where they need to if they have to drive.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1946	Traffic diversions impact my home.	Please see the NTA's response to Issue 2 in this report
NTA-C9-1946	Noise pollution Light pollution Air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1946	Disruption construction.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1946	Impact on car parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1946	Devaluation of my property price.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1946	Personal impacts.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1946	High risk of sink holes and subsidence.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1971	I object to the destruction of historic walls on the bus routes proposed on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1971	I object to the destruction of mature trees on the bus routes proposed on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1982	The western end of Ballinlough Road should not be entirely one-way, only the section that is already one-way should remain so, perhaps extended up to Carrigeen Park, but the section reaching from Carrigeen Park to Douglas Road should remain two-way so the residents on that section do not have to take an unnecessary detour.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1982	The proposal to reverse the traffic direction from eastward to westward and to make Ballinlough Road one way from Bellair Estate to Douglas Road (at the moment only the section from Bellair Estate to Bernadette's Way is one way, eastward) would have the following negative consequences: The majority of residents on the section described above would have to exit Ballinlough Road on to Douglas Road no matter which direction they want to go. This will still be an extremely busy road and forcing all the residents including those of Marble Hall to use this route - Douglas Road, Bellair Estate, Wallace's Avenue (or back into Ballinlough Road to go through Bernadette Way) - in order to get to the South Link via Boreenmanna Road is not only inconvenient, but would add to the already significantly increased traffic that is to be expected The increased traffic coming from Douglas via Boreenmanna Road to the South Link would create massive problems in the morning rush hour	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-1982	<p>The section that is now one-way (between Bellair Estate and Bernadette Way) is narrow and includes on street parking.</p> <p>Due to increased inbound traffic from Douglas – it might be decided to do away with the on street parking in that section. But where would the owners leave their cars?</p> <p>These houses do not provide driveways.</p> <p>The result would be even more pressure on the remaining parking spots.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-1993	<p>The only thing that will get people onto buses is cheap/free commuting, I doubt that a €600M investment will result in cheaper bus fares.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1993	<p>As a resident of Douglas Road I wish to raise my concerns with respect to the Bus Connects Sustainable Transport Corridor I (Maryborough to City). I am a car owner, but the majority of my journeys on the Douglas Road are by bike. These include accompanying my children to school, commuting to work in the city centre and cycling for pleasure.</p> <p>However, I believe that these proposals will not be achieved, principally because the proposed corridor for this area is inappropriate and would come at far too high a cost.</p> <p>Presently, two lanes of traffic (incoming and outgoing) are shared between cars and buses. I fail to see how keeping two lanes and adding a bus lane improves the situation.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-1993	<p>This proposal will destroy the local heritage and the loss of mature trees and resultant loss of valuable habitat for wildlife will be both devastating and irreversible.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1993	<p>bike lanes, it is inevitable that these will be abused by people parking. It is virtually impossible to fully protect bike lanes on a residential street (it will not be possible to place wands along any significant stretches of the Douglas Road), people WILL park in them, especially at times when they are most needed (school drop off and pick up). This infuriates me personally, but it is the simple truth.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>

Reference	Statement	NTA Response
NTA-C9-1993	<p>There are too many cars on the road, and that is the bottom line here. My thoughts are that some of the following ideas, or combinations of them could make an actual difference, the first two of which come at a very low financial cost:</p> <p>HGVs/SUVs should not be allowed on these roads (those included within the Bus Connects plan, and those peripheral to it) during rush hour/school drop off and pick up times Car drivers need to be penalised for driving single occupant vehicles at peak commuting hours via congestion charges (enforcement of this would pay for itself) People need to be incentivised to use public transport/car pool, via tax breaks, cheap/free bus fares, but even so I think the bottom line is that unfortunately the majority of people do not like buses, and likely will never use them. For that reason I think that the introduction of light rail corridors would have a much better chance of helping the government achieve the targets set under the Programme for Government and the Climate Act (2021) Within the framework of the existing infrastructure, I believe that a one-way system on both the Douglas and South Douglas roads would be more appropriate, and at the very least it would be worth trying. Combined with one-way systems and speed bumps on all of the cross streets, it would at the very least dis-incentivise unnecessary car journeys. The alternate lane not being used by cars could be transformed into a protected (at least partially) two-way bike lane which would further incentivise active travel. Obviously, my focus is within my local area, but it seems to me that under the current proposal the residents of the Douglas Road are being asked to pay an enormous price to accommodate commuters from beyond Douglas village.</p> <p>Traffic from beyond Douglas should be better facilitated via the N40 link road and improved junctions at the city end of the N27 link road. This would drastically reduce pressure on the Douglas Road and facilitate those who have an actual need to use it as a corridor to the city.</p> <p>There is still time to extensively modify these proposals, and thereby engage the local population in more meaningful discussion about the future of sustainable transport in Cork. I urge you to take into account the concerns of local residents, who have so much to lose under the current plans, and consider all possible alternatives.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1993	It will also affect many homeowners in the area who will lose portions of their property, suffer loss in their property value and will have an extremely busy road on their doorstep.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1993	Whether you like it or not, widening of the road in this manner will result in cars travelling at far higher speeds. It doesn't take a genius to see how similar changes have affected the Boreenamanna Road and the Skehard road. Even if there are wider footpaths and bike lanes it is certain that the road will become less safe for pedestrians and cyclists.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2003	<p>The traffic flow changes proposed would result in more difficult and more unsafe access and egress issues at all of the junctions to the adjoining estates and parks along Douglas Road.</p> <p>The proposed bus gates at Bellair and Douglas village would result in traffic diverting into the adjoining mature residential parks, in order to complete their journeys. The resultant increase in through traffic will have a huge negative impact on the safety of adults and children generally and particularly the safety of people driving in and out of their properties.</p> <p>Access to drop off points and collection points to Eglantine, Our Lady of Lourdes, St Anthony's and Regina Mundi from the South Douglas Road will only be accessible through Tramore Lawn and the Cross Douglas Road. Access from the Well Road will only be through parks and estates such as Hettyfield, Lake Lawn, Browningstown, South Lodge, Ardmahon Estate or Ballinlough Road. Therefore the imposition of the bus corridor will result in a huge increase of non local traffic in these estates, the roads of which were never designed to take such traffic.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2003	<p>The proposals to widen sections of the Douglas Road, would include the destruction and removal of historic walls, gates and boundaries, vehicle and pedestrian entrances to an estimated 96 properties. It would also include the felling and removal of approximately 87 mature roadside trees, hedging and shrubs. These works would result in the wanton destruction of this beautiful mature suburban roadway and is therefore not acceptable.</p> <p>The proposal to remove these mature trees and other historical elements in order to provide reduced bus travel times along what would be a soulless grey concrete corridor is environmentally unacceptable. Ultimately these destructive works cannot justify the construction costs needed to reduce bus travel times over such a short section of the Douglas Road.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2003	This increase in traffic is not acceptable and raises serious concerns for the safety and wellbeing of residents, school children and their parents.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2007	Also, the way the proposals were "advertised" (or lack of, in the beginning), with the public perception being a "fait accompli" gives serious pause for thought on how the NTA is proposing to deliver BusConnects for Cork City.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2011	<p>The proposed plans will make getting around a lot more difficult and will only serve to push cars onto smaller roads joining the main Douglas Road with the South Douglas Road.</p> <p>The real issue currently is that there are multiple road projects underway across the city at the same time and this is impacting the flow of traffic significantly in the past 9 months. Once these projects complete, the peak hour traffic will flow better again. Other measures can be taken to address the other bottlenecks for traffic flow through Douglas Village and near St Finbarr's Hospital.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2019	<p>Better Alternatives: Residents are not aware of any congestion on the Douglas Road and therefore see no purpose or benefit to widening the road as suggested. On the contrary the proposal to widen the road is seen as; of no benefit to residents but with very clear negative and irreversible impacts. Residents expect NTA to reconsider road widening and opt for smaller targeted solutions at pinch points that are generally deemed to be either in the city centre itself or the other side of Douglas Village.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2019	<p>Destroying Heritage and History of Cork: There will be over 50 protected heritage sites destroyed by these plans. Residents are very concerned that this project proposes destroying same. It shows little or no respect for the local environment and history and is disrespectful to its residents.</p> <p>It is very difficult for residents to understand how this is part of the proposal as many of the old walls and historical sites along the way are well known to be protected. The protection of heritage is also well documented in the Cork City Development Plan (CCDP) 2022-2028, in particular volume 3. So it is difficult to understand how that can suddenly be disregarded so thoughtlessly.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2019	<p>Pollution: Residents are concerned there would be worsened noise and air pollution created by changing Douglas Road into a commuter highway. There are also increased subsidence risk for vibrations from the increased traffic on the road and increased flood risks when concrete is poured over the gardens of our neighbours fronting the Douglas Road.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2019	<p>Construction Disruptions: Residents expect there will be long periods of traffic disruption once road construction would start. There are also concerns there would be disruption to services like water, electricity and gas during same.</p>	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C9-2019	Loss of Value to Properties: It is of concern that the area will suffer from a reduction in house prices. Houses close to the road will devalue as they will be situated on the side of a huge ugly commuter road and noise and air pollution will detract from the values. The neighbourhood generally will not be as attractive for families and this is sure to have an impact on all property prices in the location.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2019	The proposed destruction of the mature trees that line Douglas Road is a big concern to all residents. This will remove the aesthetic beauty of the area where so many residents enjoy walks. This is irreplaceable and would be destroyed to make way for a huge concrete commuter road. The trees are known to be well in excess of 100 years old and some residents remember them as being mature when they were growing up sixty years ago. Destroying these would change the fabric of the neighbourhood as it is known today. The destruction of trees will clearly have a knock on impact on biodiversity and the birds, animals and insects that we are used to having in our gardens will decline.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2019	Safety Concerns for Children and Elderly: It is noted that a widened road would be less safe to traverse for children and elderly. There are no clear plans to keep children safe where traffic is being diverted into local school areas – example Our Lady of Lourdes NS on Bellair	Please see the NTA's response to Issue 3 in this report
NTA-C9-2024	Their view on reading the NTAs own access analysis shows some people in South Douglas, Garryduff, Mount Oval, Maryborough Hill is work within 30 and 60 minutes by bus on the new network.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2024	The NTAs journey time analysis shows the current median journey time is 13-16 minutes 23 hours a day except for morning rush hour, when it is 23; with Bus Connects the median estimated journey time will be 14 minutes. Some residents have expressed the view that the benefit of such works is not enormous, and that the same journey time can be achieved without road expansion or segregation along the Douglas Road by simply providing bus segregation/priority through the fingerpost and Douglas village.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2024	Objections to proposals to reverse the traffic flow on Ballinlough Road from its junction at Bellair to the Douglas Road junction in order to facilitate the delivery of a bus corridor on the Douglas Road. They are concerned that this will vastly increase the flow of traffic down this narrow road, a road which was never intended to carry such volumes of traffic, and indeed the same applies to Wallaces Avenue and to Bellair estate itself.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2024	Several of the concerns related to build and natural heritage, there are sections of very old limestone walls and 26 listed structures, and that 187 trees including the last remaining native Oak and Ash; 531 plant/insect/animal species in the National Biodiversity databank.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2024	A query has also been raised that the Cork Metropolitan Cycle Network plan proposed a one-way cycle loop using Douglas Road and South Douglas Road in order to avoid road widening, and asking why couldn't this be adopted instead. Some alternatives have been put forward, including the 1 way loops system, and segregation along the road towards the finger post, and diverting commuter traffic to the n40, and integrate into the cycling ways through Tramore Valley and Passage-Rochestown.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2024	There are also concerns that it appears that all on-street car parking is to be removed completely along the entire length of this proposed “reversed” route on Ballinlough Road, parking is already at a premium here, in order to facilitate the increase in traffic including commercial vehicles and also traffic for St. Finbarr’s Hospital.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2024	I imagine you will be familiar with some of their concerns, and among some of the concerns they have raised is the loss of trees for one matter, this includes trees within private property, and they have made the point that several of these trees were not counted among the number of trees projected to be lost.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2024	In general terms it will also be important that there are adequate procedures in place for inspecting and recording the prior state of buildings so that if any damage occurs to the buildings it will be straight forward for the owner to seek redress.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2024	The concentration of schools in the locality is significant and it is worth considering whether the wider Douglas/Ballinlough area be served with a specific school bus system and this might be alternative fix for Douglas Road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2024	On this old narrow road, houses are in very close proximity to the road edge and with the increased domestic and commercial heavy duty traffic, safety will be of major concern, for residents and pedestrians, as will excessive noise/ vibration concerns.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2038	I am objecting to the proposed bus corridor on Evergreen road. Parking is already limited for resident on this street and a bus corridor would only make matters worse.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2048	There are other ways to improve transport in Cork . To improve the bus service instead remove the need for the bus driver to collect fares and have this automated similar to how the luas works. The bus driver collecting fares is what wastes time and delays buses. Also, improve the reliability of your Real Time Ireland app instead. More people might use the bus more if they could rely on it. I am a regular bus user but would do so more if I could rely on it.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2054	The idea that trees, the old walls, peoples gardens and businesses will be destroyed, physically and commercially goes against everything that we in the community can accept.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2066	The difficult part is converting old narrow roads with mature trees and beautiful stone walls into a transport zone with adequate footpath, cycle lane, bus/car lanes. In addition, the heritage of the stone walls needs to be preserved as much as possible, either by moving existing walls or rebuilding with similar stone work. I realise all these things cost more time and more money but preserving heritage is an important part of the process and will help convince people to move forward.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2066	Mature trees must as much as possible be preserved – footpaths and cycle lanes don't need to go in a straight line!! The details of the route need fine tuning to minimise tree removal.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2066	It's a hair-raising experience to cycle in and out of the city – which I do myself regularly for work, though I find it too stressful on the dark mornings due to lack of bicycle lanes on most of my inbound route and an uneven road surface.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2070	This adds time to the journey, without providing much benefit as Maryborough Woods is walking distance to other stops on Maryborough Hill.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2070	very much welcome the BusConnects plan. Great to see increased frequency, more bus lanes and hopefully more cycle lanes too.	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-2078	<p>The cyclist could use lanes through small estates. This would be safer for the cyclists and and for the bus drivers and cars on a busy main roads.</p> <p>There are many new estates around with big squares in the middle and larger footpaths that could accommodate cycle lanes.</p> <p>There is no requirement for cycle lane to run on the same roads as the bus lanes. It is safer to keep them separate.</p> <p>They are different and have different requirements and should be planned and provided based on their specific needs.</p> <p>On some narrow streets traffic lights can be used to allow traffic to move in both directions based on traffic flow needs in particular at rush hour.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2078	<p>I would be extremely concerned as my house is quite an old property (as are all properties in the area) that there may be significant structural risks from buses passing even closer to my property, only a mater of metres from my house.</p> <p>This has the risk of causing significant damage and these would not be insurable risks.</p> <p>I would also have an objection to the development on the basis of the disruption that the construction would cause as a result of the construction being so close to my home.</p> <p>There would be significant noise pollution during construction.</p> <p>There would also be significant noise pollution in the area if the development goes ahead on the basis that busses would be traveling in extremely close proximity to my home 24 hours a day and there would be an increase in frequency of the busses.</p> <p>There would also be light pollution and the loss of shading due to the loss of mature trees in the area.</p> <p>There would also be air pollution due to the construction process, extra busses and loss of trees.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2078	<p>I require the use of a car for my work which takes me all over Ireland on a daily basis.</p> <p>There is not sufficient public transport to enable me to do so so it is vital for me to have the car and to be able to park my car on my own property.</p> <p>The proposed new bus route created will wipe off over 240 parking spaces.</p> <p>This would mean that there would be insufficient parking for residents in their local area.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2078	<p>There would be a significant loss of green area and tree space which would lead to a significant reduction in the quality of life for residents.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2078	<p>The proposals would result in my garden being significantly reduced in size.</p> <p>This would have a detrimental affect on the enjoyment of my own personal property.</p> <p>It would also lead to a potential significant loss of future earnings in that I would be deprived of the opportunity to apply for Planning Permission to extend my property and/or sell a part of my property should I decide to do so.</p> <p>The space for me to park my vehicle in my property would be significantly diminished.</p>	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2081	<p>It should be clearly stated that the only way to make the proposals work is to close off the Main Street in Douglas to the finger post to private traffic. Traffic enforcement on the junctions would be of huge benefit. Closing Douglas Main Street will not improve this bottle neck and will in fact make it worse. Douglas Main Street should be open to all traffic for the local community.</p> <p>Suggestive Alternative Solutions</p> <p>Better communication with local representatives. There are cheaper and greener alternatives and that this proposal is unacceptable for this reason. The proposals have far too significant an impact on local residents, are unnecessary and there are alternatives. Choose the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking ie. that they work within the current constraints of the road eg. with traffic measures</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2081	<p>Heritage and Character:</p> <p>Recorded protected structures on the road Historic stone wall boundaries</p> <p>Approx 50 recorded structures on the National Monuments Archive Route chosen worst for visual landscape and character</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2081	<p>Effects on property of any CPO and its impact on properties - drainage, subsidence, devaluation, loss of outdoor space and trees</p> <p>Noise pollution – Buses 24/7 and increase in frequency</p> <p>Light pollution and loss of shading via loss of mature trees</p> <p>Air pollution due to construction process, extra buses, loss of trees and biodiversity. Electric buses are not Carbon neutral and the battery manufacturing and energy required to charge batteries are very environmentally unfriendly.</p> <p>If parking, loss of mature nature, uprooting residential community and neighbourhood, potential for loneliness from being physically separated from neighbours across the road or from living on side of soulless wide concrete road, noise, light and air pollution</p> <p>Devaluation of property due to being on 17 metre wide road, or due to no parking, or access issues. or being on a side road that is now a rat run or used for parking by others Route chosen scores joint worst for impact on biodiversity as per NTA – to me it looks like actual worst, but I’m not an expert! Not an environmentally sound option, likely fails EIA directives Replacement trees will not replace like with like (carbon sequestered by mature trees) One of the last green urban corridors. Attractive and soothing visual landscape.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2081	<p>High risk area for subsidence and sinkholes – this risk will be increased for most of us by the construction process that will have to take place in the area</p>	<p>Please see the NTA's response to Issue 8 in this report</p> <p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-2081	<p>5. Environment:</p> <p>Route chosen (of the 10 routes looked at) destroys the most trees Route chosen scores joint worst for impact on biodiversity as per NTA – to me it looks like actual worst, but I’m not an expert! Not an environmentally sound option, likely fails EIA directives Replacement trees will not replace like with like (carbon sequestered by mature trees) One of the last green urban corridors. Attractive and soothing visual landscape.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2081	<p>The idea of channelling cars past belair and up past our lady of Lourdes national school is also not acceptable.</p> <p>There is already serious safety issues in this area which the Cork City Council are now fixing but these changes will further slow down the traffic.</p> <p>From a safety perspective it is not beneficial to have Douglas Main Street having increased public buses only as there would be many people walking across the streets like it is now.</p> <p>Over by the community park there is a need for improved pedestrian crossings to support local public walking and cycling movements and these combined with increased out of town buses will result in a serious public health and safety issue.</p> <p>Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians – safety issue and likely to impede traffic flow. Living on North side of road and you are driving towards city, you will need to cross a traffic lane, a bus lane, a cycle lane and 2 metre footpath. On South side of road and are travelling from the city, you will need to cross a traffic/bus lane, cycle lane, and 2 meter footpath to enter your home.</p> <p>All these will further reduce most of the perceived benefits closing off Douglas to the local people.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2083	<p>I believe the route chosen has the most negative effect on the local environment and heritage.</p> <p>They will destroy this historic road, which is one of the last green routes to the city.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2083	<p>I am opposed to the changes on the Douglas road because of the loss of mature trees and old stone walls in the area.</p> <p>There are much cheaper and greener alternatives to improve bus transport that do not involve road widening or tree loss on this road.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2084	<p>I am concerned that the bus gate on Douglas Road will force a high volume of traffic into Bellair Estate. This is a quiet residential estate.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2084	<p>Removing the on-street parking from the city end of Ballinlough Road might help cater for increased traffic.</p> <p>Removing on-street parking for the residents of Wallace's Avenue would be very unreasonable at there is no alternative parking available.</p> <p>Removal of this on-street parking may also have the undesirable effect of encouraging city-bound traffic to take this diversion as a preferred route to the city, rather than the more suitable thoroughfares of Boreenamana Road.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2084	<p>This is already a bottleneck at the school start and end times and there are longstanding concerns for the safety of pedestrians at these times.</p> <p>The proposed changes will exacerbate these traffic and safety concerns.</p> <p>Such a change would also go a long way to addressing the longstanding traffic and safety concerns around the start and end times of the school mentioned above.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2084	<p>In general, I welcome the sustainable transport corridors (STCs) and hope they achieve their aims of improving travel times in and out of the city and, in particular, improving and promoting travel by bus and bicycle.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-2087	<p>Well Road is already heavily burdened with traffic and indeed a sign at the Douglas end of the Well Road advises it is unsuitable for heavy vehicles, yet the proposal will result in a huge increase in the number of heavy vehicles using the Well Road.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2087	<p>The composed compulsory purchase of front gardens will remove essential parking from those residents affected.</p>	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 6 in this report.

Reference	Statement	NTA Response
NTA-C9-2087	As well as safety issues, this brings concerns in terms of structural damage or subsidence to homes along the Well Road, and will make access to houses along the Well Road even more difficult.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2095	I am in favour of improving our impact on the environment however there needs to be alternative solutions as opposed to destroying our current environment. Please consider alternative cycle and bus routes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2095	The current flora and fauna on the Douglas road could not be replaced and should not be removed to accommodate these proposed changes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2095	There has been a complete lack of empathy for residents of this area and the negative impact these proposals would have on the people.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2096	The bus connects plan outlines a cohesive and integrate approach to achieve the required modal shift. As such it needs to be supported and advanced as quickly as possible. The infrastructure improves to the Douglas village are most welcome as the area is currently very hostile to cyclists, mobility scooter users, and to public transport. The addition of a footpath on the southern side of the road between the cross Douglas Road and Rosebank is especially welcome to help pedestrians, especially those less mobile. The proposed bus gate being one of the most substantial changes to road seems like a good idea to balance the need for prioritising better forms of transport without impinging on too many private properties. Making High Street one-way is a sensible measure which should be implemented soon, as the road is not suitable for two-way traffic especially with the increase in size of vehicles. The addition of a micro-green space the intersection of High Street and Southern Road is also very welcome, where possible this type of intervention should spread across Route 1	Please see the NTA's response to Issue 13 in this report
NTA-C9-2103	The City end of Ballinlough Road is not suitable for such a high volume of traffic. It is a very narrow stretch of road, with no possibility for expansion to accommodate the level of traffic forced through it under these proposals. Obviously, increased traffic and installation of lighting systems to control the flow will result in many more idling vehicles.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2103	It is also well established that trees and hedging effectively buffer traffic noise and absorb air pollution, which means that removing these in surrounding areas will only exacerbate these issues.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2103	There are fears among residents that parking spaces will be removed, which would make life very difficult for the elderly, immobile people and those with young children, shopping, etc. It is very unclear where people might realistically be able to park if this happens, especially since parking space is already at a premium in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2103	Safety for residents - elderly and children, in particular - is another concern. Cyclists regularly travel along the footpath here as it is, to avoid cars, which has resulted in residents of all ages having been knocked down while exiting their properties, with some seriously injured.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2115	Investigate the possibility of reducing the cross section of the proposed layout locally and thus reducing the impact on this property. This could be achieved through the removal of the bus lane for a short section of road yet still providing bus priority. Alternatively, cyclists could share the bus lane for a short section of road which would reduce the land take by 1.8m. In addition, the proposed footpath on the southern side of the road between Rose Bank and Ballincurrig Park could be removed. If 2 no. pedestrian crossings are provided the requirement for this short section of footpath is removed, allowing the Barry Family to retain more of their garden space.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2115	The proposed scheme will increase traffic congestion on subsidiary routes adjoining the Douglas Road. Access to the home will be more difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2115	The existing boundary wall is of natural stone and is over 100 years old. It adds to the character of the Douglas road. The proposed land take will involve the demolition to the wall and we believe that it cannot be replaced. An additional base of approximately 1 metre will need to be added so as to retain the garden once the boundary is pushed back. This will also affect the section of the road comprising the 11 houses along our stretch.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2115	There will be a significant loss in mature trees and hedgerows which will have a negative impact on the ecology and character of the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2115	The proposed cross-section will result in unnecessary and disproportionate land take	Please see the NTA's response to Issue 6 in this report
NTA-C9-2115	The proposed scheme will result in a significant degrading of access to their dwellings in terms of gradient which may result in an unsafe situation.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2117	We also suggest that Douglas Road become one-way to vehicular traffic inbound if the current iteration of the proposal is found to be unworkable. The width of the northbound lane (which is unusually wide) could be reduced to incorporate the southbound cycle lane, and, along with re-examining 'ghost islands' in the area, would reduce and eliminate the need for CPOs and removal of mature trees.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2117	Rochestown also presents bottlenecks for bus services, which serve both Rochestown and beyond. The New Bus Network has bus routes criss-crossing Rochestown, yet the Corridor I ends at Maryborough Hill. We urge the NTA to either extend the remit of Corridor I to Rochestown, or alternatively take a wider look at Rochestown as a whole.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2117	Douglas Road is the chief bottleneck along the existing 220 route. Full separation is necessary here, and we support the combination of bus lanes and bus priority measures along the stretch of Corridor I	Please see the NTA's response to Issue 13 in this report
NTA-C9-2120	As residents of the Douglas Road, I understand we will be entitled to drive up and down the road but once we leave the road, how are we to get back to our homes?	Please see the NTA's response to Issue 2 in this report
NTA-C9-2120	Further, businesses all along the Douglas Road which are currently dependent on through traffic cannot be accessed by non-resident vehicles under the current plan. What is to happen to those businesses and how are they to be accessed by their clients and customers going forward?	Please see the NTA's response to Issue 2 in this report
NTA-C9-2120	the effect of the "Bus Gates" at the fly-over by the Well Road and at Bellair will be to cause traffic chaos to the routes which currently feed into the Douglas Road. School traffic to Scoil Bride Eglantine National School, Regina Mundi College Secondary School, Douglas Community School, Our Lady of Lourdes Primary School and St Anthony's National School will be unmanageable due to the one-way system of traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-2120	To destroy this Road will seriously damage the character of this suburb and will take from the soul of Douglas. We must preserve and enhance these beautiful parts of Cork rather than eroding them in favour of concrete carriageways.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2120	<p>The development plan proposes to remove the greenbelt in front of the estate known as Reeveswood entirely to allow for the widening of the Road.</p> <p>The road will infringe on our existence in our home and will impair our enjoyment of our home</p> <p>The Character of the Road will be fundamentally changed by the proposed development plan. I understand that historic stone wall boundaries will be removed from gardens.</p> <p>I understand that there are approximately 50 recorded structures on the National Monuments Archive along the Douglas Road.</p> <p>It is hard to understand how this route was the preferred route for the proposed BusConnects Development given its obvious impact on the visual landscape and character of the environment.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2120	<p>Widening Douglas Road outside our home will require additional and brighter lighting to cater for the wider road and the higher volume of traffic and cause light pollution</p> <p>Increase in bus traffic will certainly lead to a problem with noise and air pollution for us</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2120	<p>The proposed changes will also, without doubt, have an impact on the values of properties along the Road.</p> <p>Properties in this area are expensive.</p> <p>It would seem grossly unfair that the proposed development plan will significantly devalue property along the Road without regard for the effect of same on property owners.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-2120	<p>The large mature trees which we enjoy along the Douglas Road form an innate part of the character and identity of the Douglas Road.</p> <p>They add charm and beauty to the Road. They provide homes to all kinds of wildlife.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2120	<p>Widening the Douglas Road will also impact on our privacy.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2120	<p>I am concerned about the risk to my property of subsidence which might arise from these enormous works.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-2120	<p>The development plan proposes to remove the greenbelt in front of the estate known as Reeveswood entirely to allow for the widening of the Road.</p> <p>This will make the road far more difficult to cross safely for adults with children and older people.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2120	<p>Has any appropriate assessment or survey been carried out to assess the need for increased bus numbers and passenger capacity to move through the Maryborough to Cork City route?</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2127	<p>Finally, the restricted access with the proposed "bus gates" and the implementation of one way restrictions will cause an increase in traffic congestion in nearby roadways and wreak havoc for the residents living along the route itself.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2127	<p>This new bus route stands to destroy a significant amount of the Douglas Road, on which stands a number of historic heritage sites which would be disturbed by the development.</p> <p>The National Inventory of Architectural Heritage plots 26 heritage sites along the Douglas Road, many of these stand to be disturbed if the planned route comes to fruition.</p> <p>In summation, it seems to me that this proposal has had little regard for local heritage, the environment, local residents, and to my view fails in its objectives to ease movement throughout the city and suburbs.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2127	This proposal will cause catastrophic damage to the local environment, with an estimated 200 mature trees to be removed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2127	The proposal to widen the carriage way to 17 metres along the proposed route is completely out of character from the existing built environment, and the widening of the carriage way will encourage speeding.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2129	Allowing no turn from the link road to the Douglas Road will only further increase the volume of traffic through these very residential areas.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2129	As a cyclist I am all for this improvement however I cannot understand just when the cycle begins to get easy the cyclist then has to go through High Street and Langford Road to get to town & and can you longer sure the direct route with the bus.	Please see the NTA's response to Issue 13 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2129	There is a need for parking outside the club. This is a wonderful resource close to the city centre and well used. For parents to be unable to park near the club on dropping very young children could potentially make it dangerous to bring their children to sporting activities. Also When there are matches or funerals on this area is very busy, where is it proposed that people will park?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2130	Further, the effect of the "Bus Gates" at the fly-over by the Well Road and at Bellair will be to cause traffic chaos to the routes which currently feed into the Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2130	Further, businesses all along the Douglas Road which are currently dependent on through traffic cannot be accessed by non-resident vehicles under the current plan. What is to happen to those businesses and how are they to be accessed by their clients and customers going forward.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2130	The Character of the Road will be fundamentally changed by the proposed development plan. I understand that historic stone wall boundaries will be removed from gardens. I understand that there are approximately 50 recorded structures on the National Monuments Archive along the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2130	Widening the Road outside our home will require additional and brighter lighting to cater for the wider road and the higher volume of traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2130	Increase in bus traffic will certainly lead to a problem with noise and air pollution for us. No consideration has been given to the impact of the increased traffic flow on noise and air pollution for residents, from what I have observed from my assessment of the plans.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2130	To destroy this Road will seriously damage the character of this suburb and will take from the soul of Douglas. We must preserve and enhance these beautiful parts of Cork rather than eroding them in favour of concrete carriageways.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2130	It is a safe place to live and purchasers of properties along the Road pay a premium to live here. It would seem grossly unfair that the proposed development plan will significantly devalue property along the Road without regard for the effect of same on property owners.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2130	<p>We have all kinds of birds, squirrels, foxes and other wildlife passing through our garden due to the natural environment here. I am very concerned at the proposal to remove trees along the road.</p> <p>I am also concerned that while the current plan notes that some of the mature trees will remain, there is always collateral damage from extensive works of this nature.</p> <p>It will be likely that more trees that are identified to be retained in the current proposal will be removed or damaged as a result of these works. This will render the road a concrete carriageway without charm or character and it will fundamentally change the nature of this neighbourhood in every way.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2130	<p>Also, while we have become accustomed over the years to seeing people in double decker buses out our first floor windows, we have a fundamental objection to increasing the volume of double decker buses along the Road as it will, without doubt, impact on our privacy and our use and enjoyment of our home.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-2130	<p>I did not become aware of these plans due to a public information campaign or from information about the plans being sent to my home by the National Transport Authority.</p> <p>Instead, I became aware of the development plan due to a member of my local community sending a flyer through my letterbox to ensure that I was provided with the means of accessing information about this development.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-2130	<p>This will significantly hinder our ability to use and enjoy our home and will, in all likelihood lead to collateral damage to properties all along the Road during and after the construction process. I am concerned about the risk to my property of subsidence which might arise from these enormous works.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-2130	<p>The removal of this green belt will have the effect of widening the road outside our house. This will make the road far more difficult to cross safely for adults with children and older people.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2130	<p>Has any appropriate assessment or survey been carried out to assess the need for increased bus numbers and passenger capacity to move through the Maryborough to Cork City route? If not, I would respectfully submit that this should be done as a matter of urgency.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2131	<p>Since the car park has been taken away it is very difficult to get a parking space due to its proximity to the city centre, work and offices , any time of the day or night .</p> <p>I help looking after my grandchildren 2 of whom are autistic and live out of the city, so I need my transport , and the majority of the time have to circle around time after time hoping somebody has moved away.</p> <p>so I can get a parking space, this is very frustrating and will get worse if thats possible, if the proposed changes to the area come about and parking is removed for residents -where will you be able to park ? and those whose parking is being proposed to being removed, if changes go ahead ????</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2141	<p>I am concerned for my parents that the bus corridor will limit their ability to move from their home. Currently, they are regular users of the bus service but at times they need to use a car for various reasons (shops, medical appointments).</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2141	<p>As a resident of the Old Blackrock Road this development will have a negative impact on the traffic on this road. The road is already a dangerous 'rat route'. Contra flows exist and at peak times there are blockages at a number of points on the road leading to regular stand offs between drivers.</p> <p>The danger will increase with the additional traffic (jumping kerbs and/or speeding) finding their way to the city.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2141	It is a route I use on a regular basis to visit elderly parents and the proposed changes will make it more difficult to reach my parents home.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2141	The road is already a dangerous 'rat route'. Contra flows exist and at peak times there are blockages at a number of points on the road leading to regular stand offs between drivers. Many residents (young and old) use this road to walk to town, shops and schools. The danger will increase with the additional traffic (jumping kerbs and/or speeding) finding their way to the city.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2144	hindering school drop offs and collections during an already busy and stressful time, loss of car spaces on some routes for residents, CPOs ordered on some homes causing understandable upset.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 6 in this report.
NTA-C9-2144	loss of mature trees and old stone walls which add gorgeous character to our locality making it a beautiful area to promote well being for all...the list could go on and on.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2144	There are a number of issues that I feel will negatively impact the wider Douglas area : unnecessary traffic through residential areas in some areas already at risk of subsidence.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2144	The ordinance survey maps used were so out of date some buildings were not even listed.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2146	We have a child with special needs that requires transport by car to school and support services which we feel may be significantly undermined if we cannot retain local access from Douglas Village direction.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2146	And importantly, why was the dual utilisation of the Douglas Road (R610) and the South Douglas Road (R851), (inbound/outbound) as included in DLUTS, not even considered as an option as part of the evaluation of options for the Maryborough to City route?	Please see the NTA's response to Issue 12 in this report
NTA-C9-2146	restricting access to our property on Dougals Road will be a significant future impediment	Please see the NTA's response to Issue 2 in this report
NTA-C9-2146	Section 2.2.3 (Douglas Road) states; "In the inbound (towards the city) direction it is proposed that traffic on Douglas Road is restricted to local access only by the introduction of bus gates". However, Section 2.4 (understanding the terminology) states the following in relation to bus gates "This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles". Similarly, the supporting drawings label the Douglas Road / Well Road Bus Gate as "No citybound through traffic except buses, taxis and bicycles". Clearly, there is a fundamental disconnect between a written statement that indicates that local traffic will be allowed through a bus gate, and subsequent references to bus gates restricting access to buses, taxis and cyclists	Please see the NTA's response to Issue 11 in this report
NTA-C9-2147	The removal of parking here will also clog up the nearby parks and side roads, causing safety issues for residents trying to cross safely. While the proposal to increase the area of roadway given to cyclists to travel safely along the Borenmanna Rd and Douglas Rd is to be welcomed there are other problems with the proposal. When accessing the main road from a side road by bicycle there will be 4 lanes of traffic to cross safely, in addition to the footpath and cycle lane. It would become more difficult to access homes in the area.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2147	Traffic being redirected up Belair and down Wallace's Avenue, Bernadette Way or Castlegreina Park will cause problems for residents. These are narrow streets and the volume of traffic will increase.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2158	the proposal of changing the traffic direction of Douglas Road, from Southern Road through Douglas Road to Bellair Estate Junction, to a one way direction outbound only from the city, is not workable. That stretch of Ballinlough Road is incredibly narrow. It cannot sustain the level of traffic that will be coming from Douglas in order to access the hospital, businesses, or homes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2158	Corridor "I" would potentially remove 87. However, by removing so many trees along these two corridors, this will have a detrimental effect on the pleasant walking environment along the roads named.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2161	Surely dedicated buses to the door of the schools from Rochestown, Maryborough, Mount Oval areas along with a school strategy transport plan would be much more effective in getting school children on buses rather than the current proposals.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2161	The one way bus gate at the Douglas Road/Well Road junction is going to cause serious traffic implications for the surrounding residential areas. Have the NTA taken note of the number of primary/secondary schools in the area that have students who travel from the other side of Douglas village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2161	While I fully support proposals to improve public transport and cycling infrastructure I am strongly opposed to the Bus Connects plans for Maryborough to City STC.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2161	This amounts to a very significant loss of amenity space, includes a portion of our parking and access area and would meant the loss of a number of mature trees and shrubs which provide much needed privacy and shading.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2161	If the NTA could prioritise the Buses as they travel through Douglas village this would improve the journey time considerably rather than the destructive and unnecessary widening of the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2161	We were completely shocked upon receiving the letter from the NTA to note that the proposed plans include a proposal to take over 175sqm from our garden (see image attached) and locate traffic less the 1m away from the side of our home.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2161	This amounts to a very significant loss of amenity space, includes a portion of our parking and access area and would meant the loss of a number of mature trees and shrubs which provide much needed privacy and shading.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2161	The current proposal will have a detrimental effect on the area with the loss of beautiful tall mature trees along the road, it will totally destroy the look and feel of this historic, attractive and visually soothing road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2161	This is a safety issue. When entering our property travelling from the city we will need to cross a traffic/bus lane, cycle lane and 2 metre footpath to enter our home.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2161	Upon meeting with the NTA during the consultation process in Nemo I asked for the completed traffic survey on the road and I was told that one had not yet been completed. Therefore it is clear that the NTA have no data on the current traffic levels on the road. A detailed traffic model should have been completed before these proposals to widen a residential route by 17m was proposed.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2163	Having been the victims of recent vandalism (broken window reported to Gardaí) caused by teenagers who scaled the walls of the Douglas Wells apartments at night as a shortcut from Douglas Village to the Well Road. we fear that opening up Douglas Wells to create a direct link between Riverbank and Douglas Hall Lawn would invite more of this unwelcomed traffic and increase the risk of such antisocial behaviour happening more frequently.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2163	There has also been episodes of teenagers going drinking (and leaving their empty cans and rubbish behind) in the reed beds that border the estate and inviting more bike traffic to/from Douglas Village would increase the attractiveness of this area for such wayward teenagers and pose a risk to the population of such extraordinary bird species. Few habitats within the city exist with such high biodiversity and the estate is quiet enough at present for animals to come out to feed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2163	This would altogether make the park less attractive and negatively affect the value of properties in Douglas Hall Lawn.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2163	Douglas Hall Lawn is the gateway to the Douglas Wells apartments and the Douglas Lawn Tennis Club, which already generate heavy through-traffic for such a small estate. The residents have already asked for additional speed ramps to combat this and inviting additional cycling traffic through the estate without reducing the existing car traffic would exacerbate the issue.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2172	There will be little benefit to the protected cycle routes on the main roads if the residential roads are busier with cars and children feel uncomfortable and unsafe using them.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2172	Overall I am in favour of BusConnects and the benefits of public transport and cycling that it will bring to Cork City. Walking (required to get to the bus stop) and cycling bring significant health benefits to all of the population and should be encouraged by the infrastructure we build.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2176	Environmental implications, significant increase with disturbance during upgrade and beyond.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2176	Implications to Tramore Lawn include subsidence due to increase traffic volume and construction. Safety of children and pedestrians. Increase issues with parking. Environmental implications, significant increase with disturbance during upgrade and beyond.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2176	Implications to Tramore Lawn include subsidence due to increase traffic volume and construction. Safety of children and pedestrians. Increase issues with parking. Environmental implications, significant increase with disturbance during upgrade and beyond.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2176	Implications to Tramore Lawn include subsidence due to increase traffic volume and construction. Safety of children and pedestrians. Increase issues with parking. Environmental implications, significant increase with disturbance during upgrade and beyond.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2179	Enhanced ITS within existing constraints needs to be deployed in Cork as against new construction and road building, with the associated land take, to an excessive and inappropriate scale	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2179	The complete neglect of conservation, biodiversity, aesthetic, cultural value, environmental and ecological impacts is not just glaring but a damning indictment of the National Transport Authority, NTA. The original aesthetic and cultural value of all the recessed gateways, entrances and original stone wall construction would be destroyed or altered beyond recognition and the authenticity lost forever.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2179	The implementation of a 40km/h maximum speed limit would be far more acceptable for all drivers, leading to much better compliance, than the 30km/h Safe Zones that are now being deployed without any subsequent monitoring or enforcement. The need to address pedestrian safety at this busy location by way of the proposed geometric layout and signalisation should be highlighted as a priority. Indeed, the measure warrants an early implementation, as an advanced works scheme, by the NTA.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2180	Cycle routes to the city need to be on quieter alternative roads and not incorporated into the identified bus corridors. For instance cycle access to the city from Grange, Frankfield and Douglas could be routed through Tramore Valley Park for a safer journey.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2180	I would like to see investment in the existing bus stops and shelters and the provision of real time information screens.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2180	The proposed changes to road layout will prevent my children and grandchildren from visiting by car as access will be restricted if not closed off completely. This will mean a significant deterioration to the quality of our lives and we are told this is necessary to reduce journey times for commuters from new suburbs to the city centre	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2180	It is unacceptable to me that so many house owners will lose parts of their gardens and property to road widening for the creation of bus and cycle lanes. The worry and anxiety caused to residents of the identified routes is unacceptable - people are concerned about loss of gardens, property values, destruction of trees, loss of parking, noise pollution and safety due to faster traffic.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2183	This will lead to further traffic congestion away from the DOUGLAS road and add significant time & danger to essential trips to schools, universities and shops in the area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2183	Any plans to remove car parking from the road or turn it into a 1 way system will cause great disruption and significantly inconvenience all residents pushing more traffic down more narrow link roads in the area. This narrow cross Douglas road will not be able to cope and will create more danger for residents who struggle to park their cars today.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2190	There are also several creches in the area and the curtailment of traffic along the Douglas Road will without doubt make rat runs of the estates as people will be funnelled into one route in order to gain access to the schools and the city centre. Rerouting volumes of traffic from main/primary road into secondary roads and housing estates is NOT a good idea.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2190	We are against this proposal as the rerouting of traffic via the Well Road will have a detrimental effect on the neighbourhood due to the increased volume of traffic and noise and air pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2190	It will create rat runs throughout the housing estates of Ardmahon Estate, Lake Law and Hettyfield making it unsafe and endangering residents, particularly for children and the elderly residents.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2191	I believe that the plan for the Maryborough to the City Centre bus route is entirely unsuitable for the community. It prioritizes the promotion of bus routes without actually catering to the population's needs, primarily the elderly or families with young children.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2191	I think it would be a great loss to the community if the historical Douglas road were to be destroyed. This road is known for its beauty, primarily its mature trees and old walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2195	Support redesignation of High Street/Windmill Road for local access only.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2195	Filtered access should be provided through St Finbarr's Hospital for pedestrian and cycling traffic	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	suggest relocation of residents parking areas further within curtilage of St Finbarr's Hospital to maintain trees and to create dedicated pedestrian routes to access the hospital.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2195	Support removal of the gyratory system (and inclusion of appropriate crossing facilities) at the Fingerpost roundabout but request for incorporation of local landmark into final design.	Please see the NTA's response to Issue 13 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Support the general addressing of DMRB legacy junctions along Douglas Road to DMURS standards.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2199	The proposal also includes a Bus Gate practically outside our front door. The submission from the Belwood Grove Residents Group deals with the wide implications of this for our community (routing up Bellair, passing the school and down the very narrow Ballinlough Road). Ourselves, we will be restricted from accessing the front of our house directly from the Douglas direction.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2199	We rely completely on our on-street parking. It is a vital amenity to our property and removal will have a significant negative impact on us. Some of our neighbours are elderly and we can't see them being able to walk to St Finbarr's to get to their cars. Some don't have access to the rear of their houses and those that do would face difficulties in negotiating the access around the back.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2199	We believe that primary care in the community is a right and find it difficult to see how that will be available with the proposed scheme. Meals-on-Wheels deliveries, Doctors, Public Health Nurses and other health services providers would find it difficult to access residents in our area under the current parking proposal.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2212	I am concerned that access in and out of my estate will become more difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2225	I would say that I think its a good case for in conjunction with the south douglas road to do a contra-flow bus lane	Please see the NTA's response to Issue 12 in this report
NTA-C9-2225	I would personally keep the Fingerpost roundabout but cut the corner on the carrigaline road side to the east douglas road side to or make the whole roundabout have an outerlane that is bus only. I also see that the east douglas road (everything below the circle K) is going to be local access only I would personally make these timed bus gates of 8am- 8pm with bus priority lights.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2225	replacing the fingerpost with a junction will upset people because it feels well respected part of the history of the area and also extreamly looks well	Please see the NTA's response to Issue 4 in this report
NTA-C9-2226	Noise pollution will impact - Buses 24/7 and increase in frequency Disruptive Construction process, this is such a worry, currently there are many various road works going on around the city and it is causing such massive delays daily. This project is huge and completely not fit for purpose. So it a huge amount of upheaval for little if no benefits regards transport and causing huge loss to nature. Light pollution from new lighting to light the huge road. Air pollution due to construction process, extra buses, loss of trees and loss of biodiversity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2226	The road will go from being a two lane road to a huge 16m road. Not only will this destroy the last green route to the city in our area but also cause a danger to children and older people who are crossing such a wide the road.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2228	<p>Many residents along the Maryborough Hill route are very concerned about the impact the works will have on their house structure as these are mainly old dwellings which may become susceptible to subsidence - who will compensate if this occurs? A possibility of a faster bus journey will not compensate for that level of expense and distress.</p> <p>Home owners on the route will have to contend with compulsory purchase orders to their boundary walls and are being expected to reduce their gardens and have their homes become substantially closer to the increased road noise.</p>	<p>Please see the NTA's response to Issue 8 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-2232	<p>In simple terms the proposed traffic flow in and out of the Douglas area is so ineffective and disruptive</p> <p>As a resident of Rathmore Lawn, South Douglas Road, while not mentioned by name in the proposal but is a proposed traffic link between the South Douglas Road and Front Douglas Road.</p> <p>Already the Lawn is being used as a rat run between the two roads and reduced to a single lane at times due to on road parking.</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2232	<p>eliminating parking and literally turning Douglas village into a bus terminus.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2232	<p>I would be sceptical if the proposal in its current state would ever achieve a fraction of it's ambition while at the same time will have a detrimental effect on the community, individually and collectively.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2239	<p>It will become a primary route not just for buses but for all vehicular traffic forced by the proposed route to use the Douglas Road.</p> <p>Diverting Douglas Road traffic into the city at Bellair is ridiculous.</p> <p>The displacement of traffic that presently travel from Douglas Village(no longer a village but a traffic junction) and into Cork City and this has not been considered. It is very probable that this traffic shall cut through the parks adjacent to the Douglas Road causing traffic congestion, increased noise pollution and could potentially cause safety concerns</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2239	<p>The proposal shows a blatant disregard for the Heritage of the Douglas road.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2239	<p>The visual impact as well as the increased pollution on Douglas Road i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment.</p> <p>The area has some of the best examples of Victorian and Georgian Properties in Cork with substantial Gardens and hand cut limestone walls.</p> <p>. The proposal suggests the demolition of these cut stone boundary walls.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2239	<p>the proposal is to remove all parking for "Drop off's" along the Douglas Road, for example at Eglantine School, which means that the only vehicular drop-off being Eglantine Park. This will cause substantial traffic issues both on the Douglas Road as well as into Eglantine Parks.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2239	<p>The proposed route will destroy what the community has inherited from previous generations of residents, nurtured, and hoped to pass onto future generations.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2239	<p>Proposals will turn the tree lined Douglas Road into a busy thoroughfare for Heavy Vehicular Traffic devoid of greenery and soulless.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2239	<p>The additional hard surfaces that would double the volume of the surface water catchment areas on the Douglas Road which would then discharge into the Douglas Estuary. This would further exacerbate the existing risk of flooding in Douglas Village and environs.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2239	<p>the Public Consultation process BY NTA on 'BusConnects Cork Sustainable Transport Corridors' as it applies to the Douglas Road has been flawed and not fit for purpose. I live adjacent to the Douglas Road and I was not informed of the public consultation process</p> <p>the Consultation process timetable was mid-summer when most community organisations have taken a break for the summer and residents of the areas effected are on holidays</p> <p>he deadline of the 3rd of October at best appears thoughtlessly short and deprived residents of the opportunity to receive expert advice and guidance</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-2239	<p>As traffic will be forced to travel onwards through the parks to the Ballinlough Road as well as the Well Road thereby increasing through traffic in these residential areas which will increase the risk of an accident near the schools. displacement of traffic into the surrounding parks and increased traffic flows in these areas would also increase the risk to children and parents during school pick-ups and drop-offs, etc...</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2239	<p>It appears that there was no Heritage Study completed for the Douglas Road and its environs.</p> <p>No Environmental Impact Statement was completed for this proposal</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2240	<p>I do not however support the plans for road widening and are absolutely opposed to plans for the destruction of the local environment, built heritage, sense of community and people's quality of life, which the plans for the Douglas Road and the immediate locality are.</p> <p>Demolition of the historic walls and buildings located along the Douglas Road is irreversibly destructive.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2240	<p>I am supportive of plans to improve sustainable transport in the city, recognise the need to prioritise buses, improve cycling infrastructure and address car congestion.</p> <p>I am supportive of working with existing road infrastructure to achieve more reliable bus times in rush hour eg. via traffic measures and enforcement, well-planned bus gates at rush hour, car-pooling, school buses, one-way systems, repurposing of existing road space etc</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-2242	<p>A better alternative is to route buses from Douglas area though the Ring road to get to town more directly and a few minutes earlier. Smaller buses could be used to service the inner suburbs .</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2242	<p>The implementation of a Bus gateway at Belair junction will in effect be a re-routing of traffic from a main road into narrow residential roads, such as Belair and Wallaces Avenue, which are already congested and unsuitable for the volume of traffic from a main road. This will have a major impact on the residents of the area, disrupting the Community , driving up air and noise pollution.</p> <p>This re-rerouting would result in a continuous line of backed-up traffic from Douglas road, through Belair and down Wallaces avenue and onto the end of Boreenmanna Road, which already will have been backed-up.</p> <p>With the one-way system , access to a major and very busy Hospital , St, Finbarrs, will be very difficult, impractical.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2242	<p>Already it is very difficult to park in the few spaces available, with this volume of traffic it will be impossible</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2242	<p>This would also add to the risk to children as major continuous traffic would be forced by the school. It would be impossible to allow the collection of small children from the school. There are two primary schools and four secondary schools impacted by this proposal.</p>	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2243	<p>The traffic congestion outside my home would be unbearable if there were no more on street parking.</p> <p>Construction would be ongoing for a long periods and would cause huge distress to my life and that of my family.</p> <p>There would be huge access and egress issues on entering and exiting homes for the residents along Douglas Road and environs, including to me.</p> <p>This is likely to impede traffic flow and many having to cross a traffic/bus lane, cycle lane and a 2 meter footpath to enter ones home.</p> <p>There would be huge access issues to St. Finbarrs and South Infirmary/Victoria Hospitals if these plans go ahead.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2243	<p>Douglas Road has many historical stone wall boundaries and has approximately 50 recorded protected structures on the National Monuments Archive.</p> <p>The route chosen by NTA has character and attractive visual landscape which I don't want to lose.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2243	<p>The noise, pollution, inconvenience, possible and probable drainage and water issues which may arise, the loss of on road parking near my home would impact dropping off and collecting from Eglantine School, which in turn would cause many other issues and problems , including huge safety concerns for children and parents.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2243	<p>My home on Douglas Road, which is a subsidence area, will be devalued considerably.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-2243	<p>It is proposed that many mature trees be knocked down which in turn will affect biodiversity in our area and the urban wildlife which I have seen on many occasions. This should not be destroyed, this should be maintained.</p> <p>Route I. Maryborough Hill to City destroys a huge amount of mature trees. This route also scores joint worst for impact on biodiversity as per NTA. To me it looks like the worst affected, but I'm not an expert. This plan likely fails EIA directives. Replacement trees will not replace like with like. Carbon is sequestered by mature trees.</p> <p>This route is one of the last green urban corridors. It is an attractive visual landscape.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2243	<p>Further, I have issues with the means by which the public have been informed of these new plans which affect many areas around cork city. In the Douglas Road area, lots of my neighbours and I only heard about these proposals through word of mouth. The short ad placed in the newspaper or the advertising flyer in late August did not highlight any local issues. The NTA website is convoluted. Letters were only sent to homes with CPOs. This submission process is difficult to find and not entirely straight forward. I was sent a link to reset my password twice, said link did not work, I typed in the long text and it still didnt work. Maps provided by NTA are not to scale. Many new houses have been built along the Douglas Road and are not shown on the map,it's out of date ! Public information sessions were held during summer time when many are away or on holiday and not available. Non specific information was provided to residents. Traffic surveys were ot carried out beforehand. Double decker buses are always passing my house and a lot of the time are empty, at off-peak times.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-2243	<p>I would be deeply concerned about subsidence issues were building works of this level taking place outside my property.</p>	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2244	<p>The interventions proposed in the Bus Connects plans are excessive, and they will destroy a neighbourhood for bus lanes it doesn't need.</p> <p>It also appears schools in bathe area have not been consulted at all on how these routes have been drafted, or the potential impact such routes would have on their future student numbers / ability to employ teachers, etc.</p> <ul style="list-style-type: none"> ▪ The unnecessary addition of bus lanes to the Boreenmanna Road, and loss of parking for local clubs and amenities (Cork Con, Pairc Ui Rinn, Pairc Ui Caoimh, Ballinlough Park, Ballinlough Pitch & Putt Club). • The traffic diversions will impact our ability to access our own home even further. The Cross Douglas Road, which already cannot be accessed from Belair (leaving the city) is now proposed as one of the key arterial routes for traffic between the Douglas and South Douglas Road. your home. • the plans were originally only issued to directly affected homes, with little or no consideration for the neighbourhood as a whole. Many residents merely heard of the scale of plans via word of mouth via other local residents. The advertisements in late August did not highlight any local issues. <p>Road / Boreenmanna Road, will significantly impact the schools directly, reducing strident numbers, potentially resulting in loss of local jobs and forcing families to choose alternate schools - causing education place demands / potential shortages elsewhere.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2244	<p>There would be significant loss of outdoor space; this would be detrimental to both the aesthetic view of the historic area, and bad for the environment due to the construction process, extra buses, extra traffic in the peripheral areas, loss of mature trees and biodiversity.</p> <p>The replacement trees suggested in the plan, will not replace like with like (carbon sequestered by mature trees).</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2244	<ul style="list-style-type: none"> • the plans were originally only issued to directly affected homes, with little or no consideration for the neighbourhood as a whole. Many residents merely heard of the scale of plans via word of mouth via other local residents. The advertisements in late August did not highlight any local issues. • The maps used in the proposed plans are out of date and bear no resemblance to the city development plan, the coming 5 years. In fact, the plan appears to be contrary to plans outlined in CMAT, Cork City Cycling Plan and DLUTS plans. • There hasn't been an extensive traffic survey undertaken, which ought to be a fundamental step in understanding traffic patterns, preferences, peak use times, etc. 	<p>Please see the NTA's response to Issue 11 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2244	<p>The introduction of a bus gate at the junction of the Douglas Road and Belair estate, and Well road</p> <p>The diversion of inbound (city bound) traffic from the Douglas Road onto Belair estate, Ballinlough Road and Wallace’s Avenue</p> <p>Making the Douglas Road a local road only</p> <p>The CPOs against private residential properties to facilitate unnecessary bus lanes</p> <ul style="list-style-type: none"> • The traffic diversions will impact our ability to access our own home even further. The Cross Douglas Road, which already cannot be accessed from Belair (leaving the city) is now proposed as one of the key arterial routes for traffic between the Douglas and South Douglas Road. your home. • Access and egress issues entering and exiting homes along the Douglas Road, with bus lanes, cycle lanes and pedestrians, will be a significant safety issue and likely to impede traffic flow eg.my sister lives on the south side of the Douglas Road, and if travelling from the city, one will need to cross a traffic/bus lane, cycle lane, and 2 meter footpath to enter the home. • Access to and from our children’s local primary schools (and future secondary schools), will be significantly impacted. Our children will have to cross a 4 lane, 17m wide road, which would be a significant safety hazard. • Access to local hospitals (St Finbarr’s, the South Infirmary) and or further afield, will be hampered in emergency situations. <p>Additional lanes on Douglas road will not solve traffic congestion in Douglas Village; the reintroduction of the road alongside the side of the shopping centre in the past year has exacerbated traffic, and the phasing of the traffic lights has not been thoroughly reviewed.</p> <p>Bus gates proposed will have a further negative effect on egress access points from the South Link Road. The queuing on the South Link for locals to access their homes is dangerous as it is, without potentially lengthening those queues further. Fewer egress points will undoubtedly lead to road accidents.</p> <p>Access to to all schools in the area, including Eglantine, Our Lady of Lourdes, St Anthony’s and Regina Mundi, will be impacted; there are over 5000 students in these schools and many don’t live in the locality, yet travel to the area to attend these schools. Limiting the access with the use of bus gates, limited access / egress off the Douglas Road / Well Road / Boreenmanna Road. will significantly impact the schools directly.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2245	<p>Negative impact on Traffic Management. Diverting Douglas Road traffic into the city at Bellair is ridiculous. For example If an articulated vehicle travels from Douglas Village towards Cork City it has to stop at Bellair as it cannot fit through this road. Also, the proposal is to remove all parking for “Drop off’s” along the Douglas Road, for example at Eglantine School, which means that the only vehicular drop-off being Eglantine Park . This will cause substantial traffic issues both on the Douglas Road as well as into Eglantine Parks. There is presently traffic congestion at school times as these adjoining road and parks are unable to facilitate safe drop offs. As traffic will be forced to travel onwards through the parks to the Ballinlough Road as well as the Well Road thereby increasing through traffic in these residential areas which will increase the risk of an accident near the schools. The displacement of traffic, including vans and small trucks, that presently travel from Douglas Village(no longer a village but a traffic junction) and into Cork City and this has not been considered. It is very probable that this traffic shall cut through the parks adjacent to the Douglas Road causing traffic congestion, increased noise pollution and could potentially cause safety concerns in these family orientated parks, etc, The proposed changes to the traffic on the Douglas road as well as in Douglas Village has not been properly considered and it is quite obvious that a proper Traffic Management Plan has not been undertaken. This is a major “failing” of the proposal. The displacement of vehicles that presently travel from Douglas Village towards Cork City has not been considered whatsoever. It would appear that the through traffic into the residential parks immediately adjoining the Douglas Road would increase considerably causing further traffic and safety concerns in these parks. Furthermore, there are quite a number of Schools on and adjacent to the Douglas Road and again, the traffic movements for these school runs and onward journeys have not been considered in any fashion.</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2245	<p>It appears that there was no Heritage Study completed for the Douglas Road and its environs. This would normally be a prerequisite that a Heritage study be completed in advance of any proposals of this nature. The proposal shows a blatant disregard for the Heritage of the Douglas road. One would find it hard to establish what exactly Douglas”Village” consists of in its current state.</p>	<p>Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2245	<p>the tree lined Douglas Road into a busy thoroughfare for Heavy Vehicular Traffic devoid of greenery and soulless. It will become a primary route not just for buses but for all vehicular traffic forced by the proposed route to use the Douglas Road. The dimensions of the road layout will be substantially negative and irreversible and will cut our community in two. The proposed route will destroy what the community has inherited from previous generations of residents, nurtured, and hoped to pass onto future generations. This environment is not just for the residents but is enjoyed by countless Corkonians who enjoy walking through parts of leafy Cork. These areas have become unique in Cork due to unfettered progress and they should be protected not destroyed.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2245	<p>No Environmental Impact Statement was completed for this proposal. The proposal shows a blatant disregard for the any existing greenery along the Douglas Road. The removal of mature trees, shrubs and greenery. There are a substantial number of very mature trees and shrubs that would have to be removed which would substantially change the environment along the Douglas road. The visual impact as well as the increased pollution i.e. - noise, vibration, air pollution, etc. would all need to be considered in this Environmental Assessment. The area has some of the best examples of Victorian and Georgian Properties in Cork with substantial Gardens and hand cut limestone walls. There are also riveted wrought iron gates and railings that bound the Douglas Road which are all irreplaceable . The proposal suggests the demolition of these cut stone boundary walls.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2245	<p>Firstly, I would like to state that the Public Consultation process BY NTA on 'BusConnects Cork Sustainable Transport Corridors' as it applies to the Douglas Road has been flawed and not fit for purpose.</p> <p>I live adjacent to the Douglas Road and I was not informed of the public consultation process and I only became aware of it by the goodwill of my neighbour who had received a CPO notification in the post.</p> <p>Also, the Consultation process timetable was mid-summer when most community organisations have taken a break for the summer and residents of the areas effected are on holidays.</p> <p>This prevents the local community especially the elderly of having an opportunity to meet and digest the implications of the proposed routes.</p> <p>The deadline of the 3rd of October at best appears thoughtlessly short and deprived residents of the opportunity to receive expert advice and guidance for something that will impact on one of the most significant aspects of their lives, namely their home and the community in which they live.</p> <p>Publicity of the proposed route was insufficient which is a fundamental requirement of any consultation with the general public.</p> <p>I would contend that The National Transport Authority is in fundamental breach of their obligations to provide proper notice to the general public and furthermore, to provide the proper information as to the extent of the works involved</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-2251	The submission states that the proposed bus stop on the eastern side of the junction of Douglas Road and Bellair Estate (Map 4) be relocated to the western arm of the junction so that the pair of stops can serve all routes in all directions and facilitate interchange between route 3, 6, 12 and 20 of the Cork New Bus Network.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2251	The submission states that the proposed inbound bus stop at the junction of Maryborough Hill and Greendale Road (Map 12) should either be relocated to the eastern arm of the junction, or an additional outbound stop should be placed on the southern arm of the junction, in the interest of legibility and to facilitate interchange between routes 3A and 7 of the Cork New Bus Network.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2251	The submission requests that appropriate turnaround and layover be provided for bus routes 45 and 46, which are proposed to terminate in Douglas village (Map 9) under the Cork New Bus Network.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2253	<ul style="list-style-type: none"> • Recorded protected structures on some local roads will be damaged/removed • Historic stone wall boundaries may be lost • Approx 50 recorded structures on the National Monuments Archive could be impacted • Route chosen worst for visual landscape and character 	Please see the NTA's response to Issue 4 in this report
NTA-C9-2253	<p>Disruptive construction process</p> <p>Noise pollution from buses running 24/7 (which cannot be necessary for our local area)</p> <p>Light pollution and loss of shading via loss of mature trees along some local roads</p> <p>Air pollution due to the construction process, extra buses, loss of trees and biodiversity</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 8 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2253	<p>Route chosen (of the 10 routes looked at) destroys the most trees</p> <p>Route chosen scores joint worst for impact on biodiversity as per NTA</p> <p>Not an environmentally sound option</p> <p>Replacement trees will not replace like with like (carbon sequestered by mature trees)</p> <p>One of the last green urban corridors will be lost.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2253	<p>4. Issues with Process and Methods</p> <ul style="list-style-type: none"> • Letter received in summer post COVID with tight deadline for submissions • Letters only sent to homes with CPOs, all other residents hearing of scale of plans via word of mouth or local residents • Short ad in newspaper or advertising flyer late August did not highlight any local issues • Website long and convoluted • Submission process is difficult to find and not completely straightforward • Maps not to scale • Maps out of date – several new houses since maps that were used • Public information sessions in middle of summer – five corridors per session, non-specific information shared with residents • Traffic surveys not carried out in advance • Extra lanes on Douglas road will not solve traffic congestion in Douglas Village • Public document mostly marketing materials with journey times before and after not using similar measurements 	Please see the NTA's response to Issue 11 in this report
NTA-C9-2259	<p>This text is specifically regarding the road widening at Maryborough Ridge. With the new proposal our green area which our children play on will be no more .</p> <p>There is a great peace of mind knowing that our children are playing safely outside their own home, however, with this new proposal our children will have to play elsewhere as they will no longer have the safety of a green area outside their own home and this will cause further dangers such as exposure to traffic in other areas of the park.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2266	<p>I live in Douglas and have a business in Douglas.</p> <p>I am OPPOSED to the changes on Douglas Road and Douglas Village for many reasons.</p> <p>These proposed changes will have a huge impact on how I live my life I Douglas and will have a profound effect on my health and well being as someone who enjoys living and working in this area. I believe the route chosen and the proposed changes to Douglas Road, Douglas Village and environs will have a hugely negative effect on the local environment and heritage.</p> <p>These changes are unnecessary and irreversible. They will destroy this historic Douglas road which is one of the last green routes to the city.</p> <p>There are much cheaper and alternatives to improve bus transport that do not involve road widening or loss of numerous mature trees on this road.</p> <p>The increase in frequency of buses on this route will cause severe noise, light and air pollution. Traffic diversions will impact my home and business life hugely.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2272	these narrow roads are already congested and unsuitable for that volume of traffic. The one-way system will result in it being very difficult to get access to this very busy hospital.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2272	Alternative Solution: A better alternative is to route buses from Douglas/Marlborough/Grange area though the Ring road to get to town more directly and a few minutes earlier. Smaller buses could be used to service the inner suburbs.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2272	Alternative Solution: A better alternative is to route buses from Douglas/Marlborough/Grange area though the Ring road to get to town more directly and a few minutes earlier. Smaller buses could be used to service the inner suburbs, such as Douglas Road/Ballinlough	Please see the NTA's response to Issue 12 in this report
NTA-C9-2272	Parking: Already it is very difficult to park in the few spaces available, with the now existing volume of traffic .	Please see the NTA's response to Issue 5 in this report
NTA-C9-2272	School Safety: With this volume of traffic and one-way system it will be chaotic and unsafe to collect or deliver small children to the two primary schools and four secondary schools impacted by this proposal.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2273	The wholesale destruction of large swathes of gardens, walls and landscape in order to provide such margins is nonsensical. The Douglas road is not just a road or a route but the main artery of an interconnected neighbourhood. It lives. The proposed plans would destroy the whole character not just of one road, but of an entire neighbourhood. As such I express my objection.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2277	A better solution is for buses from Douglas/Marlborough/Grange area to use the Ring road to get to town more directly and quicker. Small electric buses could be used for the Douglas Road and Ballinlough.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2278	The proposed route will destroy the character of a beautiful and mature area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2281	It is possible that the selected option could be mitigated by choosing another option which would leave both the Douglas Rd and South Douglas Rd unaltered and opting for a one way system on each road respectively, with appropriate adjustments for traffic access and bus prioritisation.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2281	The severe impact on sections of the old hand built limestone walls along the Douglas Road. There are 56 separate structures along the Douglas Road that are listed in the National Monuments Service inventory and by the National Inventory of Architectural Heritage, along with several houses which are listed structures.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2281	The Douglas Road has large mature trees, long hedgerows and planting, with obvious habitat impacts on bird species if they are removed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2291	The loss of public on-street parking spaces and the knock-on effect this will have on local businesses.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2291	The environmental effects of removing a large number of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2300	Object to the removal of boundary limestone wall. The wall is part of the house on the National Inventory of Architectural Heritage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2300	In accordance with our obligation under section 58 of the 2000 Planning Act we are directing you not to interfere with, remove or endanger our boundary limestone wall which is 117 years old and part of a protected structure. In compliance with our obligations we have spent heavily to protect this wall. Please remove any proposal to remove this wall from your busconnects plan.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2423	The main priority should be that whatever the frequency the bus should be on time not being up to 1.5 to 2 hours behind time as usually happens.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2424	Our main concerns is the extra traffic load on Douglas Village caused by traffic trying to get into town. Too many roads normally used to get to the south Douglas road are going to be cycle only or one way (wrong way). This will put the load on very narrow streets and make routes very tortuous. Older drivers especially do not want to use the S. Link Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2424	Bus stops at the bottom of Maryborough Hill and start of Carrigaline Road have long been needed! This is a positive element.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2429	The key impacts (from Douglas Village to junction by Paddy the Farmers/SIVUH as well as the new driving routes) on Knockree Residents are: 1. No left turn from South Link onto Douglas Road (page 44 --STC I). 2. Bus gates at the start of Douglas Road (Douglas Village) (page 44). 3. Outbound (from City) traffic only for authorised vehicles between Belair & Douglas Village(page 44). 4. Anew16.6 metre wide roadway along the Douglas Road until junction with Belair (2 footpaths, 2 cycle paths, one bus lane and two (limited) vehicular lanes involving multiple CPOs (page 38-42). 5. Bus gate at Belair with outbound (from city) traffic only allowed. Must divert via Belair Estate (page 38). 6. No right turn (as currently) from Belair Estate onto the Douglas Road towards City. 7. Not marked as bus gates but schematically on map, bus gates drawn in on both sides of junction with Cross Douglas Road and at traffic lights by Belair. Cross Douglas Road junction with Douglas Road marked as "bus priority" (page 38). 8. From Belair to Paddy the Farmer/SIVUH junction -- outbound traffic only (page35,36). 9. High Street & Capwell Road - restricted to local access only. Cycle thoroughfare (page 36). 10. It appears that access onto the Douglas Road will be allowed via roads such as Belvedere Lawn and Rose Lawn (two way) but I cannot confirm this without a traffic modelling plan.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2436	Access to my house would be severely impacted.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2436	a) Congestion charges for vehicles entering the city centre. This is easily policed using number plate recognition, as is currently in use by the 'e• flow' system on Ireland's motorways. Exemptions can be given for emergency vehicles, those re-supplying shops and restaurants in the city centre and other 'essential' vehicles as determined by the city authorities. b) Parking systems. Provide more Park-and-ride systems on the outskirts and at the same time progressively restrict parking from roadsides in the city centre. c) Install public electric charging points in strategic locations outside of the city centre, such as in Park-and-rides. As we move over to using electric cars, concentrating these charge points strategically so as to encourage people to park outside the city centre could be effective. d) One-way systems: these can be used to make congested areas in the city centre less accessible to private vehicles. e) Public transport: making it free to all would cost a lot but would maximize its utilisation. Your brochure mentions a Luas, but why not think of monorails in key/tourist locations; and fast light railways to dormitory towns as well?	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2436	One option specific to the Douglas Road area would be to make the Douglas Road one way and the South Douglas Road (which runs virtually parallel) to be one way in the other direction. Each would have plenty of room for bus, bicycle and car without having to CPO peoples' gardens at significant cost. There are many transverse roads linking the two main roads for people to be able to change direction. Whilst this idea would cause some disruption to peoples' lives, it might be a lot less than your current proposal would.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2436	The Douglas Road and its surrounding area has a character of its own: whilst it has a relatively high density of housing, it has a lot of greenery provided by adequate gardens, many lovely old stone walls and houses.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2436	Residents on Douglas Road are predominantly older people, for whom mobility by private vehicle is increasingly important.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2436	Traffic becomes heavier at two times: when people are going to/from work; and when people are dropping off/picking up children from school. Whilst your proposal may address the former, it contains nothing that would address the latter.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2436	Furthermore, traffic flows in the surrounding area would also be changed in ways that I cannot fully forecast, but which could seriously impact my lifestyle.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2436	Compulsory purchase orders especially should be avoided in all but the most critical circumstances.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2436	Attending this consultation was not a satisfactory experience, since whilst the NTA representatives stressed that no plan had yet been finally fixed, the unspoken reality appeared to be that the 'Emerging preferred route' was already a fait accompli and that the public could - at best -- tinker at the edges of it.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2436	Your proposal represents a radical re-shaping of transportation throughout Cork city and suburbs which would hugely impact peoples' lives, property and lifestyles - and yet it appears that the public are being given very little time to properly review, research and object to it.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2437	The key impacts (from Douglas Village to junction by Paddy the Farmers/SIVUH as well as the new driving routes) on Knockrea Residents are: 1. No left turn from South Link onto Douglas Road (page 44 --STC I). 2. Bus gates at the start of Douglas Road (Douglas Village) (page 44). 3. Outbound (from City) traffic only for authorised vehicles between Belair & Douglas Village(page 44). 4. Anew16.6 metre wide roadway along the Douglas Road until junction with Belair (2 footbaths, 2 cycle paths, one bus lane and two (limited) vehicular lanes involving multiple CPOs (page 38-42). 5. Bus gate at Belair with outbound (from city) traffic only allowed. Must divert via Belair Estate (page 38). 6. No right turn (as currently) from Belair Estate onto the Douglas Road towards City. 7. Not marked as bus gates but schematically on map, bus gates drawn in on both sides of junction with Cross Douglas Road and at traffic lights by Belair. Cross Douglas Road junction with Douglas Road marked as "bus priority" (page 38). 8. From Belair to Paddy the Farmer/SIVUH junction -- outbound traffic only (page35,36). 9. High Street & Capwell Road - restricted to local access only. Cycle thoroughfare (page 36). 10. It appears that access onto the Douglas Road will be allowed via roads such as Belvedere Lawn and Rose Lawn (two way) but I cannot confirm this without a traffic modelling plan.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2438	This is of huge importance. One of our neighbours uses a wheelchair and has an assigned space outside the door. We would hate to see him lose that space and be forced to have to park far from his house. Other people in the neighbourhood to be considered are elderly people, people with health problems and disabilities and parents with infants and young children who should be able to avail of parking near to their home.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
NTA-C9-2438	Wallaces Ave is not a main road and should not be expected to become one. It was not built to take on traffic at high volume. Also as we do not have large front gardens the houses are already near to the road and have to endure near proximity to passing traffic compared to other roads in the area. It is a busy road as it is. We are next to a school and have other schools nearby. There is a lot of traffic from the people of Ballinlough and other communities on their way to the ring road and to other areas.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2438	The unnecessary expense to expedite a bus route by a few minutes.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2438	Use the ring road if people need to get to the city centre quickly.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2438	We are unsure yet if parking space will remain in the road. With the proposal of road changes on Boreenmanna Road will there be spaces there if we lose our spaces in Wallaces Ave. People need to be able to park near their own homes. It says on the Busconnect website that parking will be made available elsewhere if this is feasible so that seems to suggest that if Busconnect feels there is no need to provide alternative spaces then they won't provide them to residents that have lost spaces in their own neighbourhood.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2438	The affect it has on a community. Removing car spaces from people makes them go into other parts of their neighbourhood leading to resentment from their neighbours and clutter areas with increased congestion.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2438	The unnecessary destruction of trees and property on the Douglas Road.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2438	There is a national school at the top of Wallaces Ave. Diverted traffic will increase the danger to the pupils attending the school with a risk to drivers speeding, disregarding the instructions of a lollypop person and congestion.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2438	The increase is traffic on Wallaces Ave leading to safety risks, congestion, speeding and increase fume emissions.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2439	<p>As bus users it is notable that there is no delay to buses running inbound between Woodview and Bellair. There can be occasional delays outbound in the evening rush time. This is caused by the junction in the East Village in Douglas. No changes on the Douglas Road between Woodview and Bellair will save any time for the busses.</p> <p>In the circumstances the NTA plan for the road is a plan to solve a problem which does not exist.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2439	<p>Car traffic travelling inbound towards the City will be forced to turn up through Bellair and into a chicane through Ballinlough Road down into Wallace's Ave which is a narrow steep hill.</p> <p>There is a school in the middle of this chicane.</p> <p>Is it forgotten that there was a chicane at the bottom of High Street that used to cause traffic havoc until it was removed? It was at a time of much less traffic.</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2439	<p>There is a limestone wall extending just over 200m between the swimming pool lane and Ardfallen house. It was probably built between 1905 and 1910. The wall and the houses behind it are listed on the National Inventory of Architectural Heritage. The houses and the walls are protected structures listed by Cork City Council.</p> <p>The plan requires the removal of the walls which will have huge implications for the houses behind them.</p> <p>Residents are required under the planning laws to prevent damage to the walls. People have spent significant money protecting their section of the wall.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>The information provided is incomplete because Courtney Deery Heritage Consultancy were consulted but no report is disclosed.</p> <p>This is of particular significance to the Douglas Road which has protected structures as well as buildings and walls listed in the National Inventory of Architectural Heritage.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>The character of the Douglas Road is one of a tree lined road and has been for a century at least as indicated by the age of the trees.</p> <p>It is always a matter of comment and admiration by visitors. The character is to be completely destroyed and to be replaced by hard surfaces like that to be found in any City anywhere. The amazing character would be greatly valued in any other community.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>The problem is that the cycle lanes to the City are planned for the Douglas Road not The SouthDouglas Road.</p> <p>This is a major failure of cyclist integration yet in the options assessment section 8.1.13 cyclist integration is categorised as green. It should be classified as red. This would mean again an entirely different preferred route emerging and it would exclude the Douglas Road entirely.</p>	<p>Please see the NTA's response to Issue 2 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2439	<p>It is noteworthy that in terms of the Environment that Archaeology, Architecture, Culture and Heritage are all lumped together in one category which of course diminishes their importance in the assessment.</p> <p>Each one of these on their own would merit a red ranking meaning having significant disadvantages compared to other options. This would completely change the resulting conclusions.</p> <p>The assessment criteria and sub-criteria and groupings used are unbalanced, inappropriately grouped and heavily weighted against environmental criteria. As examples Cyclist Integration is given three times more weight than Cultural Heritage. It is given twice as much weight as the Built Environment and again three times more weight than Architectural Heritage.</p> <p>The criteria take no account of the new City Development plan and in particular it's green and blue section. This should be a category all on its own.</p> <p>It is telling that in the stage 2- Section 3 Assessment only the buses and cyclist categories are worthy of consideration.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2439	<p>Using the NTA's own assessment options report and table 8-1 and appendix A in particular route 10 should never have been designated as the emerging preferred route.</p> <p>If environmental considerations were given their appropriate weight then route 10 would be one of the least preferred options if not the very least preferable.</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	The assessments have missed the fact that a significant number of houses on a stretch of the Douglas road are built on an abandoned weathered limestone quarry which of course affects the options assessment.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2439	The trees and hedges provide noise attenuation, dust and dirt barriers.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2439	Trees also provide nesting facilities for a wide range of birdlife.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2439	There are hedges, bushes, shrubs and gardens to be removed and not replaced. They are all also generally mature and of huge value to the wild life of the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2439	The driveway reduction will lead to changes in slopes and reduction of parking space.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2439	<p>Character, Built Environment, Heritage, Environment, Biodiversity and Convenience are among other features of the area which are at least as important if not more important than bus and cycle lanes.</p> <p>The plan is unbalanced because it is also heavily weighted against many of the qualities of life enjoyed by the residents of the Douglas Road for over a century which are also of benefit to the community as a whole.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2439	<p>We would guess that 125 trees will be removed or destroyed by the plan on a section of the Douglas Road between Bellair and Rhodaville Estate.</p> <p>The plan shows that just 41 would be destroyed. An underestimate by a factor of 3.</p> <p>Coillte have told us that most of the trees in our garden are up to 70 years old and it appears that 2 to be removed are over 100 years old.</p> <p>Many of the trees to be destroyed on the road are very old. We guess that 7500 tree years are to be destroyed. These are irreplaceable.</p> <p>To put it in context Cork City Council have a notice on the Passage greenway announcing that they are planting 65 new trees. A significant fact. In three years' time, when the NTA plan is to start, this will add roughly 300 tree years to the City while the NTA plan will destroy approx. 7800 tree years in one short 800m length of the Douglas Road.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2439	<p>It is a plan which is deeply flawed because it is based on out of date information, inaccurate plans and a tree survey which has no connection to the reality on the ground.</p> <p>The accuracy of this submission and any other submissions is compromised by these factors and by the absence of the most basic information including for example the depth of construction clearance strips required which will have major impacts on the destruction to be caused.</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>Tree loss, character loss and compliance with the City Council development plan are not included as criteria when they undoubtedly should be.</p> <p>These appropriate changes would immediately lead to the emergence of an entirely different preferred route and exclude the Douglas Road completely.</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>Cork City Council through the council staff have spent years preparing a City Development Plan. The elected representatives have considered it and voted on changes to it.</p> <p>It has ignored or disregarded the protected structures and listed buildings regarding them as no more than a challenge.</p> <p>It goes against the environmental aims and gives minimal significance to environmental or biodiversity loss.</p> <p>Sections 6.10, 6.66 and 6.70 are small examples of lack of consideration not to mention the proposed new cycle path between Grange and Tramore Valley and on to the City Centre.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>People will lose a significant proportion of their front gardens.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2439	<p>The trees and hedges provide privacy.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2439	<p>There is no consideration for the residents of the swimming pool lane or Rocklawn Tee.</p> <p>It will be much more difficult and dangerous for all Douglas Road residents to emerge across many lanes of traffic to leave their homes.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2442	<p>Access issues for schools and local hospitals (St Finbarrs, The South Infirmary)</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2442	<p>One way loop with the Douglas and South Douglas Road</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-2442	<p>Route chosen is the worst for visual landscape and character.</p> <p>Historic protects stone wall boundaries.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2442	<p>Object to increase in noise, light, and air pollution.</p> <p>Douglas road is one of the last green urban corridors - attractive and soothing visual landscape.</p> <p>Route chosen destroys the most trees and is not an environmentally sound option - likely fails EIA directives.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2442	<p>Loss of mature trees, uprooting residential community and neighbourhood, potential for loneliness from being physically separated from neighbours across the road or from living on the side of a wide concrete road noise light and air pollution will impact health and wellbeing.</p> <p>I walk the Douglas Road every night and see hundreds of people walking. Restricting this is detrimental to peoples mental health.</p>	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2442	Disruptive construction process.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2442	Object to removal of trees which will increase light pollution and result in loss of shading. Replacement trees will not replace like with like - carbon sequestration of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-2442	Object to roads almost doubling in size	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2442	Letters were sent in summer with tight submission deadlines Letters were only sent to homes with CPOs. All other residents heard via word of mouth. Ad in newspaper and flyer did not highlight local issues Maps not to scale Traffic surveys not carried out in advance Contrary to SMAT, Cork City Cycling Plan and DLUTS	Please see the NTA's response to Issue 11 in this report
NTA-C9-2442	High risk area for subsidence and sinkholes - this risk will be increased for most of us by the construction process that will have to take place in the area. My house is 100 years old and therefore very high risk. I may not be able to get insurance cover on my house in the future.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2442	Access and egress issues with bus, cycle and pedestrian lanes to cross is a safety issue and will impede traffic flow.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2443	In accordance with our obligation under section 58 of the 2000 Planning Act we are directing you not to interfere with, remove or endanger our boundary limestone wall which is 117 years old and part of a protected structure. We have spent heavily to protect this wall. The wall is part of the house registered on the National Inventory of Architectural Heritage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2444	Concerned about the removal of a wheelchair space from Wallaces Avenue and other spaces on the proposed route. This is of huge importance. A neighbour has been assigned a space outside his door. Others should be considered for spaces too such as elderly, people with health problems and disabilities and parents with infants and young children.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
NTA-C9-2444	Object to unnecessary expense to expedite a bus route by a few minutes. Cork is a small city - does it need these excessive measure for a system that works?	Please see the NTA's response to Issue 9 in this report
NTA-C9-2444	Object to unnecessary expense to expedite a bus route by a few minutes. Cork is a small city - does it need these excessive measure for a system that works?	Please see the NTA's response to Issue 2 in this report
NTA-C9-2444	Concerned about increase in traffic on Wallace's Avenue leading to safety risks, congestion, speeding and increase fume emissions	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2444	Will there be spaces on the Boreenmanna road if we lose our spaces on Wallaces Ave? People need to be able to park where near their own homes. It says on the BusConnect website that parking will be made available elsewhere if this is feasible so that seems to suggest that if BusConnect feels there is no need to provide alternative spaces there they won't provide them	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2444	Object to the impact on community. Removing car spaces from people makes them go into other parts of their neighbourhood leading to resentment from their neighbours and clutter areas with increased congestion.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2444	Objection to removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-2444	Objection to potential land acquisition	Please see the NTA's response to Issue 6 in this report
NTA-C9-2444	There is a national school at the top of Wallaces Ave. Diverted traffic will increase the danger to the pupils attending school with a risk of drivers speeding, disregarding the instructions of a lollypop person and congestion.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2445	<ol style="list-style-type: none"> 1. Solely focusing on the Douglas Village bottleneck phenomenon or 2. Designating both the Douglas Road and the South Douglas Road as one way carriageways, one carrying traffic in and the other carrying traffic out of town, or 3. Re-routing some of the 'out of town' bus services to the link road network to avoid the Douglas Village area altogether 4. Recognising the 'Protected Structure' designation of the row of Edwardian homes and classifying this section of roadway as a 'pinchpoint' which cannot be altered, or 5. Promoting and incentivising car pooling and other environmentally friendly strategies to improve traffic flow 	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2445	The proposed widening of the road from AIB Bank onwards towards the city will not provide any relief to the problematic traffic congestion in the village and I question what traffic modelling has been carried out.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2445	My property and several of my neighbours properties were designated a protected protected structures in 2016. It is noted in the National Inventory of Architectural Heritage also. The proposal to remove 23 feet from the depth of my front garden will ultimately destroy the character and the context of this protected structure. The decision to grant any requisite Compulsory Purchase Orders will rest with An Bord Pleanala.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2446	<p>I refer to page 17 item 2.2.3 Douglas Road. This item includes the sentence "City bound traffic coming from the Douglas/Maryborough area could use a detour route on the N40 and N27 instead." It appears from this that diverting traffic is worth only one sentence in the brochure and the NTA is not interested in where the diverted traffic will go.</p> <p>The South Douglas Road has major traffic jams during school terms both at morning opening and afternoon closing times of the three schools on this road and the Evergreen Road. The Douglas Road also suffers from traffic james due to the two schools on Douglas Road and one school on Capwell Avenue. The proposal that Douglas Road is closed to general traffic and that there is no access for general traffic from Douglas Road to Capwell Avenue will lead to major increase in the existing traffic jams on the South Douglas Road.</p> <p>There is no mention in the brochure of the effect that the diverted traffic will have on the existing number 6 bus route.</p>	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2447	The bus 'gate' be moved significantly closer to the existing roundabout location - i.e. away from the front of existing businesses (mine and others), thus allowing customer traffic ease of access, turning, parking and egress.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2447	The works will have a very significant impact on my business, both during construction and in the subsequent restrictions to access, egress and loss of parking. Having a major bus corridor running through (both ways) this narrow, old street, overshadowing the cottage businesses along its height is completely incompatible with the dimensions of the road and buildings along its length and we urge you to reconsider your plans for the route.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2447	The works will have a very significant impact on my business, both during construction and in the subsequent restrictions to access, egress and loss of parking. Having a major bus corridor running through (both ways) this narrow, old street, overshadowing the cottage businesses along its height is completely incompatible with the dimensions of the road and buildings along its length and we urge you to reconsider your plans for the route.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2447	There is a significant loss of parking spaces at the end of East Douglas Street. Car access and parking is not optional in relation to veterinary and medical visits. We propose that the parking losses are offset by using some of the green/landscaped area at the end of the road next to the new proposed junction - for turning and parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2448	For years the traffic problem has been in the area surrounding Douglas village. This problem is being compounded on an ongoing basis by increased sizeable retail units being developed. Why did you not consider rectifying the problem in this specific area? The main traffic issue on the Douglas Road has for many years surrounded school opening/closing and evening time on Fridays. For considerable periods outside of these peak times there are no traffic issues whatsoever. What observations have you made in this regard and what conclusions have you come to? Bearing in mind the rerouting of traffic into the city centre please comment on Cork City Council's planning application dated 02/08/2022 with regard to its planned redevelopment of the Belair Estate and Wallace's Avenue area and the impact such a development will have on the NTA project. This will surely worsen the serious bottleneck that you propose creating.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2448	My property was added to the list of Protected Structures in 2016. Cork City Council at that time described the property as being of special Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social, and Technical interest. There are many similar properties on the Douglas Road. Adding the property to the list of Protected Structures in 2016 was recommended by the Minister for Arts, Heritage and the Gaeltacht. Have any meetings taken place between the NTA and the office of the Minister? The property was built in 1906 and is a wonderful example of Edwardian architecture with each being fronted by stone walls and appropriately sized gardens. By removing 23ft from the garden the status of these houses would be seriously damaged as would the Douglas Road itself.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2448	Taking a macro view of the overall project I fail to understand how th building of a dual carraigeway from Douglas Village to the city centre can solve the problem. You outline what you propose doing but do not comment on the potential for the success of your project.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2448	The loss of trees and 23ft of my garden will significantly increase noise levels. Has the NTA given consideration to the impact of this?	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2448	How do the NTA propose replacing mature trees along the Douglas Road? I would lose 3 significant trees if the project was to proceed and quite simply such trees cannot be replaced.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2448	What discussions, if any, have taken place between the NTA and An Bord Pleanala in relation to the proposed project?	Please see the NTA's response to Issue 1 in this report
NTA-C9-2448	The property was built in 1906 and is a wonderful example of Edwardian architecture with each being fronted by stone walls and appropriately sized gardens. By removing 23ft from the garden the status of these houses would be seriously damaged as would the Douglas Road itself.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2448	Your overall process for this project is extremely underhand. You have presented us with a fait accompli, published your report during the summer holidays with dated mapping and inaccurate statistics culminating with very short review periods. Not one of my questions were answered at the Nemo Rangers public information event.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2448	Subsidence has been an issue with some of these Protected Structures. What surveys, if any, has the NTA carried out to ascertain what impact of removing walls and mature trees would have on houses together with bringing the road 23ft nearer the houses?	Please see the NTA's response to Issue 7 in this report
NTA-C9-2449	The proposed changes will affect me as I go to meet my friends. I don't like that my parents can't park the car on Wallace Avenue because they drive me to all sports.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
NTA-C9-2449	I think that the noise of the traffic will stop me from sleeping.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2449	Removal of car parking will affect ability to go to sports.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2450	Your plan with the Fingerpost roundabout will turn the hill into a carpark. Leave well enough alone and there is no need for a new bus lane. The brief morning rush hour will be allieviated by the new motorway and could be further helped by staggering school opening times and encouraging walking to school. I understand that the green belt between the city and satellite town of Carrigaline is sacrosanct, so I fail to see where this assumed increase in traffic will come from.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2450	Object to destroying the 18th Century wall that is the original stone wall of Maryborough House and Estate, built for the original owner, the son of the Earl of Maryborough. It is largely intact and forms my front boundary.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2450	Maryborough hill has a cycle lane which sits unused most of the time although some cyclists still prefer the footpath. Why another one? The hill is too steep for cyclists going up and Cork is too wet for many cyclists. We endured turmoil on the hill in the last ten years as they put in 90 piles for a small NAMA development in Maryborough Woods and then the little used cycle lane.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2450	Proposal will increase the already substantial amount of concrete, paints on the hill while reducing established mature green and wildlife space. In the past, I have seen pheasants, hedgehogs, frogs, ducks, and badgers in my garden. Your proposal will gridlock the hill for motorists and cause huge thundering double decker buses to speed past my house 15ft closer than presently with inevitable noise, vibration and pollution. All our wildlife will disappear.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2450	This is a quality of life thing. Cork people like to use their city. I can be in town by car most of the day in 10 to 15 minutes. Much of the inner suburban roads are 19th century featuring some farm houses and villages eg Ballinlough. Much of Cork has survived intact and unique. Your plan seeks to prevent us from having this freedom. Traffic signals, bus lanes, one way main arteries, unused cycle lanes sprouting everywhere, when many modern cyclists seem to prefer footpaths and roadways anyway.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2450	My home sits below road level and the proposal to move buses and pedestrians 15ft closer to my patio and front rooms, including 2 bedrooms, will have serious implications for our quality of life.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2450	Solving a non-existent problem which failing to tackle the real problem i.e. speed.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2451	Object to the removal of a wheelchair space from Wallaces Ave and other spaces on the proposed route. This is of huge importance. One of our neighbours uses a wheelchair and has an assigned space outside the door. We would hate to see him lose that space and be forced to have to park far from his house. Other people in the neighbourhood that should be considered are elderly, people with health problems and disabilities and parents with infants and young children who should be able to avail of parking near to their home.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
NTA-C9-2451	Wallaces Ave is not a main road and should not be expected to become one. It was not built to take on traffic at high volume. Also as we do not have large front gardens the houses are already near the road and have to endure near proximity to passing traffic compared to other roads in the area. It is a busy road as it is. The increase in traffic will lead to safety risks, congestion, speeding and an increase in fume emissions.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2451	Object to route for the unnecessary expense to expedite a bus route by a few minutes. There is a lack of consideration for alternative solutions to congestion problems - using existing roads if people need to get to the city centre quickly. Cork is a small city - does it need these excessive measures?	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2451	<p>We are unsure yet if parking space will remain in the road. With the proposal of road changes on Boreenmanna Road will there be spaces there if we lose our spaces on Wallaces Ave. People need to park near their own homes. It says on the BusConnects website that parking will be made available elsewhere if this is feasible so that seems to suggest that if BusConnect feels there is no need to provide alternative spaces then they won't provide them to residents that have lost spaces in their own neighbourhood.</p> <p>Object to the removal of a wheelchair space from Wallaces Ave and other spaces on the proposed route. Other people in the neighbourhood that should be considered are elderly, people with health problems and disabilities and parents with infants and young children who should be able to avail of parking near to their home.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2451	Object to the effect it has on community. Removing car spaces from people makes them go into other parts of their neighbourhood leading to resentment from their neighbours and clutter areas with increased congestion.	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2451	Object to the destruction of trees on the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2451	Object to destruction of property on the Douglas Road.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2451	There is a national school at the top of Wallaces Ave. Diverted traffic will increase the danger to the pupils attending the school with a risk to drivers speeding, disregarding the instructions of a lollypop person and congestion.	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2452	<p>Forcing traffic down through parks/estate off the present Douglas Road.</p> <p>There will be increased traffic flow on the South Douglas Road.</p> <p>There is no traffic congestion on the present Douglas Road either at rush hour in the morning nor in the evening. I know this as I pass through every day - driving, walking, cycling etc.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2452	You will destroy beautiful old, preserved landscape. Old walls and gates.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2452	There are better alternatives to improve bus transport that do not involve road widening or tree loss on this road.	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2452	Air pollution will increase due to huge construction process.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2452	The quiet peacefulness and beauty of the Douglas Road with huge trees and hedging provided me sanctuary when I walked my dog whilst recovering from cancer.	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2452	Parking will become an issue in estates on the roads eg Rathmore, Tramore Lawn, Loreto Park etc. (Emergency services cannot pass through).	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2452	Much tree growth and hedging will be destroyed. Any trees replaced will not be like for like - these trees took 100s of years to grow.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2452	Large family gardens which are so precious will no longer be possible as most gardens on the Douglas road have very little garden to the back of the properties.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2452	Maps used are totally out of date not reflecting new building of houses, garages etc.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2453	I attended the public consultation meeting at Nemo Rangers Hall in July 2022. The engineers attending the above meeting did not inspire confidence and were clueless regarding the actual everyday problems/solutions regarding the residents of the area. The proposed plan was obviously put together without proper and prior consultation with the residents. In addition, I attended a small conversation with some residents where the NTA representative Mr Con Sheady? informed the group that there would be no provision in the plan for parents/guardians to collect their children from school. He also had no clue of that the residents experienced traffic wise on a daily basis.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2454	The most viable, economic and sensible plan to improve traffic is to make the Douglas Road one way (in) and the South Douglas Road one way (out) and use the link road as a feeder.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2454	The traffic proposals for the area are non-workable and seem to have been devised by a 'computer', it is obvious that there was no consultation with residents who live in and commute from the Douglas area. The proposed widening of the Douglas Road will make it a total 'racing track' for all manners of transport. At present cyclists ignore traffic lights and the rules of the road, motorists will have a speeding runway and buses and trucks will increase in volume and continue to pollute a road which will be divested of trees and biodiversity.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2454	The proposed destruction of boundary walls from residential properties that have been in situ for over a 100 years will be a total devastation of the character of the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2454	The noise level in the construction of the proposed plan will result in I personally having to install triple glazed windows if I must have any quality of life. The increased noise levels would also be applicable after construction eith the bus frequency and traffic generally.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2454	The proposed loss of mature trees on the road totally contradicts the Government and the Green Party's mandate to go 'Green'	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2454	<p>I am a resident of the Main Douglas Road, I received no notification or proposed 'brochure plan' of the Maryborough to City Bus Connects Sustainable Transport Plan. This indicated to me that the NTA were reluctant to inform all residents of the plan though most residents in the area would be impacted.</p> <p>The NTA information meetings were timed to be held in the Nemo Rangers facility when many impacted residents were away on summer vacations. These indications do suggest that the NTA wish to steam roll through a plan with the least possible confrontations and negative repercussions.</p> <p>Having attended an initial information meeting in July organised by the NTA at the Nemo Rangers centre, the identified NTA engineers advising and supposedly informing the residents of the proposals were totally and inadequately equipped to explain any of the residents concerns or technical details of the maps provided. The NTA exercise was a total non-event. The main person directly representing the NTA did not inspire any professional confidence in the NTA organisation with tactless communication skills and a dictatorial approach and responses to residents queries and concerns.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-2454	Being situated on the main Douglas Road in an area which is prone to subsidence, this will be further impacted by the vast construction work that will have to take place and consequently negatively affect the houses in my area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2454	Access entering and exiting my house is a daily challenge, this applies to all of us living on the main road, but with the increase in bicycles, electric scooters, buses and other vehicles it will be an obvious unfortunate opportunity for regular accidents and fatalities to happen on the road.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2455	There is a resident on our street who is a wheelchair user and needs to have a wheelchair space on the street.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
NTA-C9-2455	Object to the proposal to install a bus corridor on the Douglas Road. Traffic that normally takes the Douglas Road from Douglas village under the new plan will be diverted through Bellair and through Wallaces Avenue,	Please see the NTA's response to Issue 2 in this report
NTA-C9-2455	Object to the threat of removal of car parking on the street for residents. Residents will be unable to park elsewhere.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2455	<p>Concern for the Our Lady of Lourdes School. The safety of the students on what seems to be already of great concern.</p> <p>Concern for the safety of younder residents of Wallace Avenue and Knockrea Gardens and for the students coming from three local schools.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C9-2456	The site of the bus gate at the South end of the East Douglas Street prevents direct car access to the clinic. Direct car access is critical in a Medical Practice, particularly in our case as we have a very large number of elderly and immobile patients.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2456	<p>The bus gate should be sited at the access point from the new signalised junctions. This will enable access to patients to the clinic.</p> <p>The map indicates substantial green space to the north west of the signalised junction between Maryborough Hill and Rochestown Road. I suggest that part of this green area to be replaced by space for 8 cars to park. This would help to compensate for the loss of car parking spaces on East Douglas Street.</p> <p>The proposed footpath adjacent to the clinic needs to be removed to enable access.</p>	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2456	We have invested a large amount of money in extending our practice to give a vital service to the local community. It is most unfair that this development will result in the above issues that will adversely affect our business.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2456	<p>The site of the bus gate at the South end of the East Douglas Street prevents direct car access to the clinic. Direct car access is critical in a Medical Practice, particularly in our case as we have a very large number of elderly and immobile patients.</p> <p>In 2021 Cork City Council granted planning permission to the clinic for the addition of extra rooms at the rear of the building. The reason for this is our increasing elderly practice, plus the new development of over 400 houses adjacent to the clinic on the Carrigaline Road which increases the number of young families attending. The ever-increasing numbers requiring to attend the clinic need proper access and parking facilities.</p> <p>As East Douglas Street will become essentially a cul-de-sac to cars, there is no space provided on the map to allow cars to turn and return back along the street. A proposed footpath at the bus gate will prevent access and car turning.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2456	The construction phase of this project will result in severe difficulties in access to the Clinic from the Rochestown Road and Marborough Hill. Based on recent similar configurations in Blackrock, we would expect difficulties in access to last for many months, if not years.	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 8 in this report</p>
NTA-C9-2456	<p>The drawing indicates the presence of 5 car parking spaces in front of the clinic. The area is not public property but belongs to the clinic. There is only space for three vehicles. Currently there are three spaces at the roundabout and six spaces below the entrance to Gardens on the lower side of East Douglas Street. There will be significant loss of parking space which will adversely affect access of elderly and unwell patients to our clinic.</p> <p>The three parking spaces outside the clinic are not public spaces and need to be removed from the plan. They will be used by practice staff who are not in a position to use public transport.</p> <p>In 2021 Cork City Council granted planning permission to the clinic for the addition of extra rooms at the rear of the building. The reason for this is our increasing elderly practice, plus the new development of over 400 houses adjacent to the clinic on the Carrigaline Road which increases the number of young families attending. The ever-increasing numbers requiring to attend the clinic need proper access and parking facilities.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2457	<p>The existing driveways of these houses have a relatively shallow slope. With the proposed loss of frontage, as proposed under the STC Scheme, the subsequent driveways will have a slope considerably greater.</p> <p>Clearly, the proposed alteration would make buildings, as a whole, way "less satisfactory in relation to Part M" than it was before. We are therefore of the opinion that the proposal to remove frontage of these family residences, thereby resulting in a very much steeper approach, is clearly contravening National Building Control Regulations in this case. Please see figure 3 in submission, an extract of the National Statutory "Part M" Document, page 12.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2457	<p>The finished floor plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill. The reduction in rear area of the property will have a negative impact on the slope required making it not feasible or possible to construct a future pedestrian access from Maryborough Hill. This means that the family home will have significant accessibility issues, particularly as the residents grow into old age when more pronounced mobility issues can arise.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the west.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2457	<p>We believe that the appropriate, and by-far the least contentious, option for this short section of Map 11 of STC I would be to introduce 'bus priority initiatives' and 'cash less fares' and maintain the status quo on the existing situation.</p> <p>Alternatively, a direct cyclist route via a shared cycle and bus lane on the westward carriageway (downhill side) of the relevant section of Maryborough Hill, could be introduced without any land-take in with the detail in accordance with the National Cycle Manual.</p> <p>This could be combined with a reduction in speed limit to 30kph through the relevant area.</p> <p>This could be achieved in the current road and footpath area along this section, thereby obviating the need for any land-take or that of our neighbours.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2457	<p>The properties to the west along Maryborough Hill currently have facility to park their cars safely within the front driveway, entering, turning, and exiting in forward gear.</p> <p>In the event of the proposed land-take from the house frontages, we believe there are implications for this existing parking. The depth of the frontage in these circumstances would be reduced and the gradient would be significantly impacted.</p> <p>The space remaining following land-take does not provide adequate turning area to allow cars to enter, turn and exit in forward gear. This would be unacceptable in terms of Traffic Safety and acceptable best practice with no visibility of oncoming pedestrians or cyclists for any reversing vehicles.</p>	<p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2457	<p>The reduction in rear area of the property will affect our ability to provide a home office to the rear of the house. As we both work from home, extra office space is required and planned for. This will affect our right to work remotely under the draft Right to Request Remote Work Bill 2021.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the west.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-2457	<p>Object to the removal of 1.8m from the full width of the rear area of our Family home. There would be additional impact to provide remedial works on the remaining lands such as reinstatement of walls, replanting of hedging and landscaping, and reworking of facilities. The acquisition would impact on the continued use of our family home for reasons of; privacy, significant accessibility issues, home office use, and loss of residential amenity.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the west.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2457	<p>The finished floor plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill. Substantial works will need to be undertaken to build the acquired land up to that of the proposed adjusted footpaths and road. Resulting from these works the traffic (in particular the proposed bus traffic) will be directly in line with the upstairs bedroom windows which will have a substantial negative impact on our Privacy.</p> <p>Furthermore, traffic will fully overlook the rear amenity area of our house, again having a substantial negative impact on our Privacy.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the west.</p>	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2457	<p>As we understand the process, the current design concept by BusConnects Cork has been prepared based on OD mapping, which provides limited information in relation to vertical design in 3-D. We understand that no local topographical survey was undertaken. We wish to point out that the finished floor plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill.</p> <p>It would appear clear to us that an inadequate 3-D design that fully explores the consequences of the emerging preferred routes has been undertaken by BusConnects Cork.</p> <p>Such failure to properly assess, detail and design, and subsequently accurately cost Public Infrastructure Projects from the outset has proven to be problematic in the recent past in terms of the medium to longer term cost implications for the Taxpayer.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the west.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2458	<p>I am writing to express my objection to the proposed widening of the Douglas Road. I commute daily by bicycle and the introduction of a dedicated, wide, safe bicycle corridor, and a one way traffic flow system would adequately address the congestion that currently exists and avoid the proposed, unnecessary destruction of a local amenity.</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2458	<p>I object to the proposed tree felling that is allegedly necessary to facilitate the implantation of the plan.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2459	<p>The existing driveways of these houses have a relatively shallow slope. With the proposed loss of frontage, as proposed under the STC Scheme, the subsequent driveways will have a slope considerably greater.</p> <p>Clearly, the proposed alteration would make buildings, as a whole, way "less satisfactory in relation to Part M" than it was before. We are therefore of the opinion that the proposal to remove frontage of these family residences, thereby resulting in a very much steeper approach, is clearly contravening National Building Control Regulations in this case. Please see figure 3 in submission, an extract of the National Statutory "Part M" Document, page 12.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2459	<p>The finished floor plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill. The reduction in rear area of the property will have a negative impact on the slope required making it not feasible or possible to construct a future pedestrian access from Maryborough Hill. This means that the family home will have significant accessibility issues, particularly as the residents grow into old age when more pronounced mobility issues can arise.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the east.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2459	<p>We believe that the appropriate option for this short section Map 11 of STC I would be to introduce 'bus priority initiatives' and 'cash-less fares' and maintain the status quo on the existing situation.</p> <p>Alternatively, a direct cycle route via a shared cycle and bus lane on the westward carriageway (downhill side) of the relevant section of Maryborough Hill, could be introduced without any land-take, with the detail in accordance with The National Cycle Manual.</p> <p>This could be combined with a reduction in speed limit to 30kph through the relevant area.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2459	<p>The properties to the west along Maryborough Hill currently have facility to park their cars safely within the front driveway, entering, turning, and exiting in forward gear.</p> <p>In the event of the proposed land-take from the house frontages, we believe there are implications for this existing parking. The depth of the frontage in these circumstances would be reduced and the gradient would be significantly impacted.</p> <p>The space remaining following land-take does not provide adequate turning area to allow cars to enter, turn and exit in forward gear. This would be unacceptable in terms of Traffic Safety and acceptable best practice with no visibility of oncoming pedestrians or cyclists for any reversing vehicles.</p>	<p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2459	<p>The reduction in rear area of the property will affect our ability to provide a home office to the rear of the house. As we both work from home, extra office space is required and planned for. This will affect our right to work remotely under the draft Right to Request Remote Work Bill 2021.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the east.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2459	<p>Object to the removal of 1.8m from the full width of the rear area of our Family home. There would be additional impact to provide remedial works on the remaining lands such as reinstatement of walls, replanting of hedging and landscaping, and reworking of facilities. The acquisition would impact on the continued use of our family home for reasons of; privacy, significant accessibility issues, home office use, and loss of residential amenity.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the east.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2459	<p>The finished floor plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill. Substantial works will need to be undertaken to build the acquired land up to that of the proposed adjusted footpaths and road. Resulting from these works the traffic (in particular the proposed bus traffic) will be directly in line with the upstairs bedroom windows which will have a substantial negative impact on our Privacy.</p> <p>Furthermore, traffic will fully overlook the rear amenity area of our house, again having a substantial negative impact on our Privacy.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the east.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2459	<p>As we understand the process, the current design concept by BusConnects Cork has been prepared based on OD mapping, which provides limited information in relation to vertical design in 3-D. We understand that no local topographical survey was undertaken. We wish to point out that the finished flow plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill.</p> <p>It would appear clear to us that an inadequate 3-D design that fully explores the consequences of the emerging preferred routes has been undertaken by BusConnects Cork.</p> <p>Such failure to properly assess, detail and design, and subsequently accurately cost Public Infrastructure Projects from the outset has proven to be problematic in the recent past in terms of the medium to longer term cost implications for the Taxpayer.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the west.</p> <p>As we understand the process, the current design concept by BusConnects Cork has been prepared based on OD mapping, which provides limited information in relation to vertical design in 3-D. We understand that no local topographical survey was undertaken. We wish to point out that the finished flow plan of the house is substantially lower than the current footpath and roadway on Maryborough Hill.</p> <p>It would appear clear to us that an inadequate 3-D design that fully explores the consequences of the emerging preferred routes has been undertaken by BusConnects Cork.</p> <p>Such failure to properly assess, detail and design, and subsequently accurately cost Public Infrastructure Projects from the outset has proven to be problematic in the recent past in terms of the medium to longer term cost implications for the Taxpayer.</p> <p>It should be noted that this comment can equally be applied to the adjacent neighbouring private residence to the east.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2460	<p>Traffic management, with enforcement, addresses many causes of the issues of city access without the irreversible destruction.</p> <p>Bus traffic at present is the cause of much of the congestion. The provision of bus gates, park + ride, car pooling, cashless fares, congestion charges etc are better options to allow access for all users.</p> <p>Preserving the status quo will add a mere 7 minutes to the journey, according to your key facts.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2460	The development results in potentially significant increases in noise and air pollution.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2460	The development results in a potentially significant reduction in quality of life - causing stress.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2460	The level of disruption to quality of life during construction and operational stages is totally counter-productive.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2460	The development results in potentially significant increased vibration on the property, which was built in 1908.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 8 in this report
NTA-C9-2460	The proposed route will have a profound negative effect on my property as the new boundary crosses through the living room of the house and the entire garden will be removed.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2460	The development results in a potentially significant loss of privacy.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2460	The development results in a potentially significant safety and security issue	Please see the NTA's response to Issue 3 in this report
NTA-C9-2461	Object to the needless loss of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2461	Object to the loss of peoples gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-2462	New proposed bus route (no. 3) from Carrigaline will pass by Douglas full in time terms	Please see the NTA's response to Issue 10 in this report
NTA-C9-2462	Making Douglas Road one way is not accessible to residents in Douglas with school children and St Finbarrs Hospital.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2463	I am a resident of Wallace's Avenue and would like to make a strong objection to sending further traffic through there.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2463	I am a resident of Wallace's Avenue and I would like to make a strong objection to the removal of parking. I have no other option than to park there as have no rear entrance to my residence, the same as many others, many of them elderly, who would be unable to walk to and from a distant proposed parking area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2463	Strong objection to proposal as it will have serious effects on the school at the top of Wallace's Avenue.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2464	Object to traffic diversion on Douglas Road that forces traffic onto narrow roads e.g. Cross Douglas Road, Belair, Wallaces Ave. These are not suitable for this. Makes it harder to access services.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2464	Object to the removal of old walls on Douglas Road, there is lots of character on Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2464	Old trees on Douglas Road, these are beautiful and it would be terrible to lose them.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2465	There are at least 5 schools in Douglas and Ballinlough area affected. Children do not go to school locally in all these schools so parents drop and collect - which causes congestion already. Roads and parks are not suitable for the traffic - too narrow and already on street parking in this residential area where a lot of the population is elderly.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2465	There are at least 5 schools in Douglas and Ballinlough area affected. Children do not go to school locally in all these schools so parents drop and collect - which causes congestion already. With that amount of children its an accident waiting to happen.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2466	There are several large schools in the area. Significant traffic hold ups occur at drop off and pick up times, because of large numbers of cars parking in the school vicinities. Perhaps this problem could be addressed by the introduction of a comprehensive bus transport system (as exists in many other European countries). Ideally this would feature off-road loading/un-loading	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2466	The Douglas and South Douglas Roads are two essentially parallel East-West routes. The distance between them is small. If dedicated bus lanes are deemed to be necessary in places, consideration should be given to using one road for westbound buses and the other for eastbound. A similar strategy could be implemented for cycle lanes. In relation to providing cycle lanes for the area, consideration could perhaps also be given to using the Tramore valley park for part of a route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2466	Public transport needs to be reliable and frequent if people are to switch to using it from private cars. The bus service needs to be dramatically improved and upgraded before any major engineering works to facilitate bus lanes are even considered. Reliability and frequency of service are issues that can be addressed relatively easily with the necessary investment.	Please see the NTA's response to Issue 9 in this report The works proposed as part of this scheme will improve the reliability of buses as they will be able to avoid getting caught in congestion.
NTA-C9-2466	Diverting traffic through residential area such as Cross Douglas Road, Victoria Ave and other areas will have a significant adverse effect on residents in terms of noise, access, on street parking, increased traffic hazards and property value etc.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2466	The proposal in its current form will seriously and irreversibly damage what is left of the character of the Douglas area. It will destroy what is left of the intrinsic nature and heritage of the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2466	The environmental destruction involved in the proposal, in terms of removing mature trees and old limestone walls is truly breathtaking. Diverting traffic through residential area such as Cross Douglas Road, Victoria Ave and other areas will have a significant adverse effect on residents in terms of noise.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2466	The proposal will cause huge and significant inconvenience to large numbers of residents and commuters while works are being carried out.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2467	The idea of buses being redirected through Belair is absolutely ludicrous. My children attend Lady of Lourdes School at the junction of Bellair, Ballinglough Rd and Wallace's Ave. This junction is extremely narrow and totally unsuitable for heavy traffic and will be an accident waiting to happen to any child attending that school.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2467	Where are people supposed to park to drop children off at the local schools	Please see the NTA's response to Issue 5 in this report
NTA-C9-2468	More details on Fingerpost Junction Delayed timing on gates proposal for Doyles Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2469	By making High Street one way I have to drive the long way around when returning from work. A minor inconvenience but it impacts on my life.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2470	There is a busy bus stop near me that serves 3 buses into the city centre but they are almost fully bypassed when they are most needed - 8:15 am to 9:30 am - with consecutive buses showing a sign 'bus full'. This is a huge impediment for all of us who live near the mid point of the routes and we have a fear that the planned increase of bus lanes and buses will do nothing to help us - indeed the contrary. The existing bottleneck must be recognised and addressed as soon as possible - this is really important.	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2471	Page 34 of Book 1 Maryborough to City: Bus by City General but tight on that side of the road	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2471	<p>Ballinlough bus route 215 is currently twice an hour and never on time. Pre-covid between 16:30 and 19:00 staff from Mahon Point business park get on the 215 and I cannot get on the bus as it is full whne it passess my stop. This results in me having to cancel plans or drive. What is the reasoning for only 2 buses an hour for a very busy route with so many residents and workers in the Mahon Point Area?</p> <p>New bus route 215 is now going to be 20. This is only going to be once an dhuse and instead of Jacobs Island/Mahon point via Ballinlough Road to Blarney is now starting from Bessboro via Ballinlough Road to Cork City. Once an hour is insufficient for the amount of residents in the area. Assing the Bessboro business park route is great but needs to go to Mahon Point/Jacobs Island due to the amount of workings in the area also. Improving the once an hour planned route needs to be at least twice an hour and on time and more than twice an hour during peark times, at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmana 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 too far for some of the residents on the Ballinlough Road to get the bus, along with a high chance that they are full and not pick them up at all.</p>	<p>Please see the NTA's response to Issue 10 in this report</p> <p>The works proposed as part of this scheme will improve the reliability of buses as they will be able to avoid getting caught in congestion.</p>
NTA-C9-2471	<p>The 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 the bus, reduced times of the new routes, tourists will not be bothered to visit Camden fort and the beaches.</p> <p>New bus route 16 passes through Blarney but from a tourist point of view the new route is going to be twice an hour. New bus route 53 is out to Blarney and this is going to be every 2 hours departing from the city. Both from a rourist point of view and residents in the Blarney and Cloghroe both new timetables are quite shocking due to limited times and trying to get to and from work. It will put tourists off going to Blarney on the bad new routes.</p>	<p>Please see the NTA's response to Issue 10 in this report</p>
NTA-C9-2471	<p>Ballinlough bus route 215 is currently twice an hour and never on time. Pre-covid between 16:30 and 19:00 staff from Mahon Point business park get on the 215 and I cannot get on the bus as it is full whne it passess my stop. This results in me having to cancel plans or drive. What is the reasoning for only 2 buses an hour for a very busy route with so many residents and workers in the Mahon Point Area?</p> <p>New bus route 215 is now going to be 20. This is only going to be once an dhuse and instead of Jacobs Island/Mahon point via Ballinlough Road to Blarney is now starting from Bessboro via Ballinlough Road to Cork City. Once an hour is insufficient for the amount of residents in the area. Assing the Bessboro business park route is great but needs to go to Mahon Point/Jacobs Island due to the amount of workings in the area also. Improving the once an hour planned route needs to be at least twice an hour and on time and more than twice an hour during peark times, at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmana 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 too far for some of the residents on the Ballinlough Road to get the bus, along with a high chance that they are full and not pick them up at all.</p>	<p>Please see the NTA's response to Issue 10 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2471	<p>Pages from Book I Maryborough to City Centre</p> <p>Page 35 & 36: Making Southern Road one way out of town & High Street, which way am I supposed to get into town from Ballinlough.</p> <p>Page 36: Ballinlough Road is now all going to be one way into town by Marble Hall junction. I would expect that local residents find it hard to gain access to their part of the road through Boreenmanna Road via Bernadette Way & Casilegreina Park. More traffinc on those two roads if plans go ahead.</p> <p>Page 38: Right turn from Bel Air into town - there now is going to be via Cross Douglas Raod turning onto South Douglas Road into Turners Cross. Please explain why along with making it one way on Southern Road one way out of town?</p> <p>Page 44: I go to Douglas Village Shopping Centre. When I turn right out of the car park to go home in Ballinlough, I would turn left onto South Douglas Road, then left onto the Well Road to head home. Now there will be no left turn onto Douglas Court, go around the roundabout, then join the traffic to go where? Not up the section of the Douglas Road to possibly turn up the Well Road.</p> <p>Otherwise, I would have to turn left our of the shopping center car park when I get to the traffic lights, turn higher to the South Douglas Road, then go through one of the other parks like Tramore Lawn, Rathmore Lawn, Belvedere Lawn and then go through Woodview onto the Well Road to head home.</p> <p>Page 46: East Douglas Street looks like a 2 way traffic. Are cars allowing on East Douglas Street or not as per the small roundabout no through traffic. Fingerpost new layout just about works.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2471	Page 47: Another toucan crossing by Lime Tree Road not needed as there is one by the Paddocks and currently up by the Fingerpost.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2471	Taking land off Maryborough Ridge yet nothing off the private homes acrosss/on the other side of the road? Why not? The public green area that is due to b eremoved is great for walks, kids to play and great for mental health.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2472	Concerns loss of ground which will leace road very close to house.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2473	My partner attends South Infirmary Hospital as he has had cancer. How long will it take to get him and others to emergency treatment?	Please see the NTA's response to Issue 2 in this report
NTA-C9-2473	We will be unable to turn right at the end of Belair to go into town - Wallace Avenue is not an option.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2473	Object to removal of old walls - this is what makes our homes and the area we live in so attractive.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2473	How will people bring their kids to school and where will they park? Knockrea in Ballinlough is already full to capacity parkign wise. Wallace Avenue has a number of elderly people there with parking outside their home, including disabled parking for a resident. Church goers will be affected. From what I can see older people are being discriminated here and isolating people.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2473	Object to removal of trees - this is what makes our homes and the area we live in so attractive.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2473	The maps are outdated.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-2474	Access and egress issues enetering and exiting our home will be impaceted by building works and diversions and when the proposed road is built, we will have to cross a traffic, bus lane, cycle lane and 2 metre footpath to enter our home. This could lead to safety issues and impede traffic flow. One member of our househole is required to be on call medically for his job and must be able to access the road from the drive quickly and easily. He must also be able to get to work in 15 minutes day or night. This will not be possible during the contruction phase or indeed after completion of the proposed works.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2474	The problem with traffic on the Douglas Road is due to constrictions at either end rather than flow along the Road. It is slow at the junction adjacent to Paddy the Farmers pub and at the other end at the junction adjacent to Douglas Village. Issues as far as we can see are mainly due to traffic light sequencing and lanes of traffic within Douglas village itself. Maybe this could be looked at. There is a dual carraigeway that connects Kinsale Road roundabout to the Elysian tower which is 4 minutes walk form the city centre. This is potentially a preferable route for the bus corridor.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2474	As mentioned previously our property, like many others on the road, is on the Record of Protected Structures, with historic stone wall boundaries. It is also in an Architectural Conservation Area. We have had to take great care and investment, to renovate and extend sympathetically in line with the nature of the property, as have many of our neighbours. The route proposed to be imapcted is one of the most visually histoice and character filled roads. This makes no sense and will alter the landscape of this beautiful road. With the current proposal the Douglas Road will be ruined, turned into a major thoroughfare with high traffic volume, buses cars, and fast-moving electric bikes. This will have a significantly detrimental effect on the local residents and people who pass through the area. When we walk our dog (twice a day) we meet neighbours and friends and can stop for a chat. Once the road is altered it will become noisier and more hostile for pedestrians. The Douglas Road is a street that has evolved organically over many centuries. To alter it so drastically is not in line with Cork City Development Plan 2022-2028, which states "Built heritage has evolved over centuries; it helps to create a sense of place and makes our neighbourhoods distinctive.".	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2474	Noise pollution - building a road that will double in size outside our drive will cause noise pollution not only while the construction is in progress over the number of years that it will take, but also when completed. Taking 6 meters or more from our front garden means that all this noise will be even closer to our bedrooms and living spaces. This will impact on our health and wellbeing. Air pollution due to the contruction process, extra buses, loss of trees and biodiveristy will further impact our health and wellbeing.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2474	This proposal has been suddenly landed at our doorstep without any prior consultation. It is very stressful having a potential CPO hanging over us and thinking about potentially very noisy and unnecessary construction. We bought this house and gardens on this road because of it's character, garden, residential community, and neighbourhood. With the propesd widening of the road and extra noise and traffic, these will be impacted as we will be futher away from neighbours across the road. We will be living on a soulless road that will promote isolation and loneliness.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2474	Our property will likely devalue due to being placed on a 17 metre wide road and having access issues.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2474	The route chosen of the 10 routes looked at destroys the most trees. This will massively impact on biodiversity, and so is not an environmentally sound option. Any replacement trees will not replace like with like, this being one of the last green urban corridors.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2474	CPO of a significant portion of our front garden is being proposed to facilitate this transport corridor. Apart from the obvious loss of a section of our front garden, this will impact our drainage and potentially cause subsidence. The Douglas Road is an area known for subsidence already. In addition, we have completed two major pieces of renovatoin work in the front garden and the front stone wall in the past few years at a very significant cost. The works required the rebuilding of the wall and pillar, in a manner sympathetic to the original stone wall as this is a historic wall, which is on the Record of Protected Structures. We also has to contract professionals to remove shrubbery, earth and replant hedges and lawn. Recently, we had to do further works due to lead pipes from the source at the footpath to the house. The criterion for a CPO is not being met because the route is not essential and there are other alternatives available.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2474	Letters were only sent to homes with potential CPOs. The letters were not signed, with no named contact person or persons identified. All other residents heard through word of mouth or local residents. Brochures are mostly marketing materials with journey times not being measured similarly. Table 2.3 Key Facts on page 19 of the document L Maryborough to City: Sustainable Transport Corridor Emerging Preferred Route: Public Consultation June 2022 is erroneously and deliberately misleading. It states that "Current bus journey time: up to 33 mins". What time of day was this calculated? What is the journey time of 14 minutes calculated? We were unable to attend the public consultation in Nemo Rangers as it was organised with little notice during the summer months when most people, like ourselves, booked holidays and were away. We were only informed of the public consultation scheduled on 19th July on June 4th.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2475	Object to the removal of wheenchair space from Wallace's Ave and other spaces on the proposed route. One of our neighbours uses a wheelchair and has an assigned space outside his door. Other people such as elderly, people with health conditions and disabilities and parents with infants and young children should be able to avail of parking near to their home.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
NTA-C9-2475	Object to the plan to divert traffic coming from Douglas village through Bellair and then through Wallaces Ave and other roads in the community in Ballinlough. Wallaces Ave is not a main road and should not be expected to become one. It was not built to take on traffic a high volume. We are concerned that the increase in traffic will lead to safety risks, congestion, speeding and increase fume emissions.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2475	Object to the unnecessary expense to expedite a bus route by a few minutes. Cork is a small city - does it need these excessive measures for a system that works? There is a lack of consideration for alternative solutions to congestion problems - use the ring road if people need to get to the city quickly.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2475	We are unsure yet if parking space will remain on the road. With the proposal of road changes on Boreenmanna Road will there be less spaces there if we lose our spaces in Wallaces Ave. People need to park near their own homes. It says on the BusConnects website that parking will be made available elsewhere if this is feasible so that seems to suggest that if BusConnect feels there is no need to provide alternative spaces then they won't provide them to residents that have lost spaces in their own neighbourhood.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2475	Object to the affect of proposal on community. Removing car spaces from people makes them go into other parts of their neighbourhood leading to resentment from their neighbours and clutter area with increased congestion.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2475	Object to the unnecessary destruction of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2475	Object to unnecessary destruction of property.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2475	There is a national school at the top of Wallaces Ave. Diverted traffic will increase the danger to the pupils attending the school with a risk of drivers speeding, disregarding the instructions of a lollypop person and congestion.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2476	Object to the removal of wheelchair space from Wallace's Ave and other spaces on the proposed route. One of our neighbours uses a wheelchair and has an assigned space outside his door. Other people such as elderly, people with health conditions and disabilities and parents with infants and young children should be able to avail of parking near to their home.	No changes are proposed to Wallaces Avenue as part of this scheme. No removal of parking on Wallaces Avenue is proposed as part of this scheme.
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NTA-C9-2476	Object to the unnecessary destruction of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
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NTA-C9-2476	There is a national school at the top of Wallaces Ave. Diverted traffic will increase the danger to the pupils attending the school with a risk of drivers speeding, disregarding the instructions of a lollypop person and congestion.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2477	Sort out issues with frequency and reliability of public transport first.	Please see the NTA's response to Issue 10 in this report The works proposed as part of this scheme will improve the reliability of buses as they will be able to avoid getting caught in congestion.
NTA-C9-2477	Key issues are current mess as regards Douglas Village and school drop-off/collection.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2479	Bus 215 will now be 20 with one every hour. Where did this come from with all the residents in the area?	Please see the NTA's response to Issue 10 in this report
NTA-C9-2479	New plan at the junction at Barrys pub/ODriscolls pub - no car at the junction turnign left or right. Traffic would worsen on South Douglas Road, add more traffic than needed. I go to Douglas village shopping centre, I go right, to then turn left onto the main Douglas Road, to head up Well Road to go home. Now I would have to go straight to Douglas Court, back around adding to traffic or go left to go on to the South Douglas Rd., adding to shorter, smaller roads and to go home.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2480	Is a further corridor to the future high employment Docklands proposed?	Please see the NTA's response to Issue 12 in this report
NTA-C9-2480	Have local businesses, emergency services and medical facilities been canvassed on these plans?	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2480	<p>What problem does building a dual carriageway from Douglas village to the city centre solve?</p> <p>The only significant travel time and congestion time issues in the Douglas area are in the village centre/West Village/Rochestown Road/Well Road area extending to the two national schools at Eglinton. Installing a few new traffic lights in Douglas Village does nothing to resolve these issues....there are no traffic issues North of this area.</p> <p>There is an existing dual carriageway (i.e.. the ring road) running from Douglas to the city link road and onwards into the City centre.why isn't this the primary bus route to the City Centre with local feeder services operating in the Douglas Ballinlough area?</p> <p>Your introduction of bus gates will cause traffic to divert and in my general area i. will create rat runs in at least Bellair Estate, High Street, Ballinlough Road, Wallace's Avenue, Cross Douglas Road and many other roads</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-2480	<p>Have you considered the stress and concern you are creating with the infirm, elderly and parents of young children with this plan? It is not a young population in this area.</p>	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-2481	<p>There are no traffic issues and the changes will cause congestion in the future</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2481	<p>One way system on the Cross Douglas Road will cause serious problems for residents due to loss of parking</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2482	<p>Lack of support due to access and egress issues</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2482	<p>Extra lanes will not solve present traffic congestion in Douglas Village</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2482	<p>Lack of support due to loss of recorded structures on the National Monuments Archive</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2482	<p>Lack of support due to noise and air pollution</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2482	<p>Lack of support due to construction process and traffic diversions</p>	<p>Please see the NTA's response to Issue 8 in this report</p>
NTA-C9-2482	<p>Lack of support due to loss of trees on Douglas Road</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2482	<p>Lack of support due to loss of property on Douglas Road</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2483	<p>My car journey time would be increased and frustrated in the absence of direct access due to bus gates at either end of the road</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2483	<p>The increased traffic on streets and roads adjoining the Douglas Road would add to the journey stress throughout the day and create absolute chaos during school drop and pick up times</p> <p>Ballinlough Road, Wallace's Ave, Boreenmanna, Cross Douglas Road, Well Road and all of the residential roads linking into these routes cannot accommodate additional diverted traffic</p>	<p>Please see the NTA's response to Issue 2 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2483	The Douglas Road would no longer be a pleasant, interesting, neighbourly walk to town and village The green route that is the Douglas Road would be replaced with a concrete corridor	Please see the NTA's response to Issue 4 in this report
NTA-C9-2483	The visual stimulation and pleasure to be gained from the trees, plants and birds would be lost	Please see the NTA's response to Issue 4 in this report
NTA-C9-2483	Heavy road works 10 ft from my front door	Please see the NTA's response to Issue 8 in this report
NTA-C9-2483	Potential loss of neighbours	Please see the NTA's response to Issue 9 in this report
NTA-C9-2483	Ground disturbance and subsidence risks	Please see the NTA's response to Issue 7 in this report
NTA-C9-2483	Walks to visit family and friends, services and facilities e.g. post office, doctor, convenience shops, pharmacy, dentist, schools, swimming pool, parks, etc. in BaUinlough would be rendered unsafe and unpleasant	Please see the NTA's response to Issue 3 in this report
NTA-C9-2484	Opposed due to loss of stone walls in the area of Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2484	Opposed as I enjoy walking on Douglas Road and this would be gone with the proposals and this will impact health and wellbeing	Please see the NTA's response to Issue 4 in this report
NTA-C9-2484	Opposed due to loss of mature trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2485	As we have several elderly and physically challenged persons living in our community, I am confused as to how and where they will approach the challenges of simply crossing the road, it is certainly unclear in the plan I am reviewing.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2485	The widening of the Douglas Road is totally unnecessary allow the buses to travel as they now do without hindrance, and allow them access to the South Ring Road when/if appropriate e.g. from Ballincollig to Maryborough.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2485	put in a proper bicycle lane on Douglas Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-2485	increased noise levels	Please see the NTA's response to Issue 3 in this report
NTA-C9-2485	the inevitable major disruption to individuals and community during construction	Please see the NTA's response to Issue 8 in this report
NTA-C9-2485	the devaluation of houses in the area	Please see the NTA's response to Issue 7 in this report
NTA-C9-2485	removal of over 150 trees that are over 100 years old, devastating bird and insect life, and converting the area into a concrete, characterless, polluted motorway. This is a total contradiction of current government policy as well as having a potential detrimental effect on the health and welfare of our residents.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2485	garden sizes being reduced, boundary walls and as a consequence privacy been eroded	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2485	I was never officially informed or consulted on the proposed new route which in my opinion contradicts our national ethos of democratic fairness in all aspects of communication	Please see the NTA's response to Issue 11 in this report
NTA-C9-2485	my house is situated in an area prone to subsidence, the amount of work that will have to be done to widen the road will impact on the stability of my property and similar properties in the Douglas area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2486	Opposed due to the impact of character and heritage- trees and historic stone walls on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2486	Opposed due to destruction of local environment of Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2486	Opposed due to devaluation of property on Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2486	Increased risk for subsidence and sink holes on Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2487	it is clear that access to my new home would be adversely impacted.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2487	Extra lanes on Douglas road will not solve traffic congestion in Douglas Village	Please see the NTA's response to Issue 2 in this report
NTA-C9-2487	I am opposed to the changes on the Douglas Road and surrounding area because of the loss of mature trees and old stone walls etc Recorded protected structures on the road Historic stone wall boundaries Approx. 50 recorded structures on the National Monuments Archive Route chosen worst for visual landscape and character	Please see the NTA's response to Issue 4 in this report
NTA-C9-2487	Noise pollution - Buses 24/7 and increase in frequency light pollution and loss of shading via loss of mature trees Air pollution due to construction process, extra buses, loss of trees and biodiversity	Please see the NTA's response to Issue 3 in this report
NTA-C9-2487	Health and Wellbeing - Loss of parking, loss of mature nature, uprooting residential community and neighbourhood.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2487	Disruptive Construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-2487	I will lose my on street parking to which we use 24/7 and yes there is some room for us to move our cars off the street and park in the front of our house, however this will have a negative impact on our children and their safe play area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2487	My family and I use the current network of roads to access local sporting clubs these proposals will have a negative impact on our family life by increasing unnecessary time in our car to transport our three very young children.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2487	devaluation of property on Douglas Road due to being on 17 metre wide road, or due to no parking, or access issues.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2487	Route chosen (of the 10 routes looked at) destroys-the most trees on Douglas Road Replacement trees will not replace like with like (carbon sequestered by mature trees)	Please see the NTA's response to Issue 4 in this report
NTA-C9-2487	Access issues for schools and local hospitals (St Finbarr's, the South Infirmary)	Please see the NTA's response to Issue 2 in this report
NTA-C9-2487	It has not gone unnoticed that you planned your public meeting on two consecutive dates in the height of the summer when people were on holidays. Letter received in summer post COVID with tight deadline for submissions Letters only sent to homes with CPOs, all other residents hearing of scale of plans via word of mouth or local residents Short ad in newspaper or advertising flyer late August did not highlight any local issues Website long and convoluted Maps not to scale and out of date Submission process is difficult to find and not completely straightforward Public information events featured 5 corridors with lack of specific information	Please see the NTA's response to Issue 11 in this report
NTA-C9-2487	possible drainage and subsidence issues	Please see the NTA's response to Issue 7 in this report
NTA-C9-2487	Traffic surveys not carried out in advance	Please see the NTA's response to Issue 1 in this report
NTA-C9-2488	it is clear that access to my new home would be adversely impacted.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2488	Extra lanes on Douglas road will not solve traffic congestion in Douglas Village	Please see the NTA's response to Issue 2 in this report
NTA-C9-2488	I am opposed to the changes on the Douglas Road and surrounding area because of the loss of mature trees and old stone walls etc Recorded protected structures on the road Historic stone wall boundaries Approx. 50 recorded structures on the National Monuments Archive Route chosen worst for visual landscape and character	Please see the NTA's response to Issue 4 in this report
NTA-C9-2488	Noise pollution - Buses 24/7 and increase in frequency light pollution and loss of shading via loss of mature trees Air pollution due to construction process, extra buses, loss of trees and biodiversity	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2488	Health and Wellbeing - Loss of parking, loss of mature nature, uprooting residential community and neighbourhood	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2488	Disruptive Construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-2488	I will lose my on street parking to which we use 24/7 and yes there is some room for us to move our cars off the street and park in the front of our house, however this will have a negative impact on our children and their safe play area	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 3 in this report.
NTA-C9-2488	My family and I use the current network of roads to access local sporting clubs these proposals will have a negative impact on our family life by increasing unnecessary time in our car to transport our three very young children.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2488	devaluation of property on Douglas Road due to being on 17 metre wide road, or due to no parking, or access issues	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2488	Route chosen (of the 10 routes looked at) destroys-the most trees on Douglas Road Replacement trees will not replace like with like (carbon sequestered by mature trees)	Please see the NTA's response to Issue 4 in this report
NTA-C9-2488	Access issues for schools and local hospitals (St Finbarr's, the South Infirmary)	Please see the NTA's response to Issue 2 in this report
NTA-C9-2488	It has not gone unnoticed that you planned your public meeting on two consecutive dates in the height of the summer when people were on holidays. Letter received in summer post COVID with tight deadline for submissions Letters only sent to homes with CPOs, all other residents hearing of scale of plans via word of mouth or local residents Short ad in newspaper or advertising flyer late August did not highlight any local issues Website long and convoluted Maps not to scale and out of date Submission process is difficult to find and not completely straightforward Public information events featured 5 corridors with lack of specific information	Please see the NTA's response to Issue 11 in this report
NTA-C9-2488	possible drainage and subsidence issues	Please see the NTA's response to Issue 7 in this report
NTA-C9-2488	Traffic surveys not carried out in advance	Please see the NTA's response to Issue 1 in this report
NTA-C9-2489	Concerns regarding access to homes on Douglas Road due to bus gates	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2489	Proposals to go up Windmill Rd are crazy, currently big cars and trucks have to go up on the footpath	Please see the NTA's response to Issue 2 in this report
NTA-C9-2489	Making Douglas Road wider will ruin how the road looks - mature trees and old stone walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-2489	Concerns regarding loss of parking on Douglas Road If you get rid of parking on Windmill Rd where are residents going to park	Please see the NTA's response to Issue 5 in this report
NTA-C9-2489	Loss of mature trees on the Douglas Road will ruin it	Please see the NTA's response to Issue 4 in this report
NTA-C9-2490	People refuse to use buses in Cork due to privacy and a dislike of communal travel, a status symbol, environmentally conscious citizens who prefer to cycle and dislike diesel powered buses and having to wait at bus stops, those who do not regard bus stops and the buses as a safe environment issue of empty buses such as the No.207 travelling up and down the Douglas Road is not acknowledged I suggest that the existing city bus fleet be converted to an environmentally friendly power source	Please see the NTA's response to Issue 9 in this report
NTA-C9-2490	I believe that the health of city residents and the local environment must be protected from the pollution emitted by traffic using our roads. This means that existing green spaces, woodland, wildlife and our air and waterways must be safeguarded from this ever-present threat.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2490	A recent academic study found that people who live in neighbourhoods with constant traffic noise are at higher risk of hospitalisation for heart attacks compared to those who live in quieter areas. Making existing roads bigger in built up urban areas may also increase negative health outcomes for residents.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2490	I believe that the health of city residents and the local environment must be protected from the pollution emitted by traffic using our roads. This means that existing green spaces, woodland, wildlife and our air and waterways must be safeguarded from this ever-present threat.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2490	Removing healthy mature trees such as those on the main Douglas Road, this will only make these areas less appealing to live in and will encourage people to live further away from their place of work in the city	Please see the NTA's response to Issue 4 in this report
NTA-C9-2490	To deal with congestion issues, it would be more cost-effective to ban SUVs from all city streets. Driving SUVs in the city could be made a penalty point offence and policed by the Gardai	Please see the NTA's response to Issue 12 in this report
NTA-C9-2490	I found the Bus Connects report to be short on detail, very selective when it comes to the limited information it presents. no sources have been disclosed for any of the statistics and figures, which have been presented It states: 'The number of journeys on the Cork bus network increased 51% from 2013 to 2019.' This figure is both unreliable and irrelevant when you consider this covers a period when both the city and the country went from being in a recession to a period of economic recovery and 2013-2019 is a pre-pandemic period, which gives you a pre-pandemic figure. The six-year time period covered is not long enough to provide a reliable indicator of bus user behaviour. Journeys are not the same as individual bus user numbers. Why are bus user numbers not included	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C9-2490	On a practical level, I fear that by making the existing roads wider, you are making them more dangerous for pedestrians as there will be too many lanes of traffic	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2490	One matter of particular concern is understanding why traffic surveys were not conducted in advance of producing the Bus Connects Cork proposal.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2492	I am appalled at the extent to which the Douglas Road is being widened	Please see the NTA's response to Issue 2 in this report
NTA-C9-2493	There has been no business survey carried out to assess the impact on business of the proposal. Are investment in the building will reduce and will be harder to let the building in the future. If the project proceeds as proposed, businesses on the Douglas Road will either move away from that location or customers will have to take a more circuitous route to access the business.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2493	There has been no business survey carried out to assess the impact on business of the proposal. Are investment in the building will reduce and will be harder to let the building in the future. If the project proceeds as proposed, businesses on the Douglas Road will either move away from that location or customers will have to take a more circuitous route to access the business.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2493	The plan will still leave a bottle neck as you exit Well Road left to Douglas. This must be addressed and consideration given to upgrading the junction between Circle Kand Douglas Shopping Centre to better improve the flow of traffic. Long term, diverting the traffic down the South Douglas Road is not a viable plan. This road is already at capacity and is not fit for purpose. It is in poor condition and not wide enough for two busses, or similar, to pass at certain points	Please see the NTA's response to Issue 2 in this report
NTA-C9-2493	There are several protected structures and historic stone wall boundaries along the proposed route. Will this just be bulldozed through?	Please see the NTA's response to Issue 4 in this report
NTA-C9-2493	There will be an increase in light pollution and loss of shading and biodiversity as a consequence of the loss of mature trees, hedging etc. There will be an increase in noise pollution as the bus corridor is expected to operate 24 hours per day, 7 days per week with an increase in frequency.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2493	There will be significant traffic disruption on the Douglas Road and nearby roads doing the construction phase rendering the Douglas Road, and our premises, a "no go" area during the construction phase.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2493	Car parking at our premises (AIB, Douglas Road) will reduce by up to 50% As the number of banks reduce across Ireland, people must travel further to access "in person" banking. The loss of any car parking will result in people parking on road side and in bus lanes while they "pop into" the bank.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2493	Although the plan talks about the loss of 87 trees, we have counted in excess of 100 trees which will be lost as well as numerous kilometres of hedging on Douglas Road	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2493	We feel that the criteria for a COP are not met as the route is not essential and there are alternatives available (e.g. a one way loop).	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2493	We did not receive any letters about the proposed plans until we contacted Bus Connects. Letters only appear to have been sent to those who will be the subject of CPOs. Incomplete information available- maps not to scale, maps out of date, lack of directly comparable data. The process for making a submission is difficult to navigate.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2493	There is already a high risk of subsidence and sinkholes in the area -this risk will be increased by the construction process that will have to take place	Please see the NTA's response to Issue 7 in this report
NTA-C9-2493	The risk to the personal safety of customers using the AIB on Douglas Road will become higher. Is it reasonable to expect customers carrying significant sums of money to and from the bank to access it via public transport?	Please see the NTA's response to Issue 3 in this report
NTA-C9-2493	No traffic surveys have been carried out on the Douglas Road, South Douglas Road or surrounding roads to assess the impact of the proposal.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2494	There has been no business survey carried out to assess the impact on business of the proposal. For the employees who work in the Dosco business park, journey times will significantly increase if they are forced to take alternative routes. This is add additional costs to employees and potentially employers. Dosco Business Park is located close to Christ the King secondary school. There is no designated pick up drop off for the school and our business park has become an unofficial drop-off/ collection area and the general area is subject to lawless parking at school times. Is there a plan for this to be addressed? Is there a plan for South Douglas Road to be significantly upgraded to cope with the significant increase in volume? If the project proceeds as proposed, businesses on the South Douglas Road will either move away from that location or customers will have to take a more circuitous route to access the business park and spend additional time in traffic	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2494	The plan will still leave a bottle neck as you exit Well Road left to Douglas. This must be addressed and consideration given to upgrading the junction between Circle Kand Douglas Shopping Centre to better improve the flow of traffic. Long term, diverting the traffic down the South Douglas Road is not a viable plan. This road is already at capacity and is not fit for purpose. It is in poor condition and not wide enough for two busses, or similar, to pass at certain points	Please see the NTA's response to Issue 2 in this report
NTA-C9-2494	There are several protected structures and historic stone wall boundaries along the proposed route. Will this just be bulldozed through?	Please see the NTA's response to Issue 4 in this report
NTA-C9-2494	There will be an increase in light pollution and loss of shading and biodiversity as a consequence of the loss of mature trees, hedging etc. There will be an increase in noise pollution as the bus corridor is expected to operate 24 hours per day, 7 days per week with an increase in frequency.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2494	There will be significant traffic disruption on the Douglas Road and nearby roads doing the construction phase rendering the Douglas Road and surrounding roads potential "no go" areas during the construction phase. The hugely disruptive construction process will casus mayhem on the Douglas Road, South Douglas Road and other nearby roads.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2494	Although the plan talks about the loss of 87 tress, we have counted in excess of 100 tress which will be lost as well as numerous kilometres of hedging on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2494	We did not receive any letters about the proposed plans until we contacted Bus Connects. Letters only appear to have been sent to those who will be the subject of CPOs. Incomplete information available-maps not to scale, maps out of date, lack of directly comparable data.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2494	There is already a high risk of subsidence and sinkholes in the area -this risk will be increased by the construction process that will have to take place	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 8 in this report
NTA-C9-2494	No traffic surveys have been carried out on the Douglas Road, South Douglas Road or surrounding roads to assess the impact of the proposal.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2495	We request that access to DJF Engineering services. Tramore House, for staff, clients and visitors be considered and that access is not unduly hindered and convoluted	Please see the NTA's response to Issue 2 in this report
NTA-C9-2495	We would also be keen to see the character of the Douglas Road being maintained in as far as is practical	Please see the NTA's response to Issue 4 in this report
NTA-C9-2496	Time would be much better spent upgrading the junction by Douglas shopping centre adding a specific left lane to go on the private road owned by the shopping centre.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2496	Opposed to changes on Douglas Road as proposals are diverting the traffic down the South Douglas Road were it is already a busy road with two school located on it is not actable. Resources would be better spent turning the current Covid testing centre into a drop off/pick up for the Christ King Secondary School The plans will still leave a bottle neck as you exit the well road to Douglas. Resources would be better spent upgrading the junction between cycle k and Douglas shopping centre 3 lanes (1 to go left)	Please see the NTA's response to Issue 2 in this report
NTA-C9-2496	Opposed to the changes on Douglas road due to the Recorded protected structures on the road, Historic stone wall boundaries that make the Douglas rd a lovely road and there are Approx 50 recorded structures on the National Monuments Archive	Please see the NTA's response to Issue 4 in this report
NTA-C9-2496	Opposed to changes on Douglas Road as we believe bus corridors do not work in towns; they will only work in vey high density aeras in the millions. ROAD WILL ALMOST DOUBLE IN SIZE IN MANY SECTIONS and is already wide enough.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2496	Opposed to changes to Douglas Road due to Noise pollution - Buses 24/7 and increase in frequency Light pollution and loss of shading via loss of mature trees Air pollution due to construction process, extra buses, loss of trees and biodiversity	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2496	Opposed to the changes on the Douglas Road due to Health and Wellbeing and the stress of CPO. potential for loneliness from being physically separated from neighbours across the road or from living on side of soulless wide concrete road, noise, light and air pollution	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2496	Opposed to changes to Douglas Road due to the disruptive Construction process will cause mayhem in the greater area.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2496	Opposed to changes on Douglas Roas as people will be forced to park on the road if they do not have parking. There is a number of sports clubs and schools and they will have no where to park on training days and match days.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2496	Opposed to the changes on the Douglas Road uprooting residential community and neighbourhood,	Please see the NTA's response to Issue 9 in this report
NTA-C9-2496	Opposed to changes on Douglas Road due to Devaluation of property due to being on 17 metre wide road, or due to no parking, or access issues. or being on a side road that is now a rat run or used for parking by othe	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2496	Opposed to the changes on Douglas Road due to The removal of 87 trees is undecidable (I have counted in excess of 100 and kms of hedging that that was not in your proposal)	Please see the NTA's response to Issue 4 in this report
NTA-C9-2496	Access issues for schools and local hospitals (St Finbarr's, the South Infirmary)	Please see the NTA's response to Issue 2 in this report
NTA-C9-2496	Criteria for a CPO is not met because The route is not essential And there are alternatives available eg. one way loop	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2496	Opposed to changes on Douglas Road as we will lose the majority of are front garden and car parking spaces.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2496	Opposed to changes on Douglas Road as we will lose the majority of are privacy. We have very old large trees covering the house and making the house secluded.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2496	We did not receive any letters about the proposed plans and has left a tight deadline for submissions until we contacted bus connects. Letters only sent to homes with CPOs, all other residents hearing of scale of plans via word of mouth or residents Submission process is difficult to find and not completely straightforward Maps not to scale and out of date -several new houses since maps that were used Public information sessions in middle of summer - five corridors per session, non-specific information shared with residents	Please see the NTA's response to Issue 11 in this report
NTA-C9-2496	Opposed to changes on Douglas Road as it is a High risk area for subsidence and sinkholes -this risk will be increased for most of us by the construction process that will have to take place in the area	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2496	There has being no business of traffic survey carried out on the negative impact on the suggested plan.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2497	my entrance gates open onto the junction directly opposite the Cross Douglas Road the Traffic lights at this junction already impede my ingress and egress to my property and should your proposal go ahead, I will need to cross a traffic lane, a bus lane, a cycle lane and a 2 meter footpath to get into my house w	Please see the NTA's response to Issue 2 in this report
NTA-C9-2497	A one way in or out to the city centre on the Douglas Road and one way in or out on the South Douglas Road is a far more suitable and less costly	Please see the NTA's response to Issue 12 in this report
NTA-C9-2497	the main traffic problems are on the approach to Douglas Village and in the Village itself, and the traffic proceeds without delay on the Douglas Road except when it gets to the Well Road/ Douglas Village Junction. Extra lanes on the Douglas Road will not solve the traffic congestion in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2497	would also draw your attention to the stress and anxiety that your proposals have had on myself and my wife the threat to a householder of an impending CPO on their property can have a serious effect on their health and wellbeing.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2497	If someone wishes to sell their property on the Douglas Road they must inform the purchaser of your proposals, and this will have a substantial effect on the value of the property and in some cases could make the properties unsaleable.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2497	you intend to take up to 11/12 meters off the front of my property when the recessed gated entrance is taken into consideration, and I will lose all my Trees at the front some which are 100/150 years old also my old limestone 8ft high wall, all the scrubs at the entrance gates, my old cast iron gates, my limestone pillars and limestone hand cut cobble driveway	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2497	Letters addressed to "Owner/Occupier" is an insulting way of communicating	Please see the NTA's response to Issue 11 in this report
NTA-C9-2497	were any traffic surveys carried out on Douglas Road.?	Please see the NTA's response to Issue 1 in this report
NTA-C9-2498	My car journey time would be increased and frustrated in the absence of direct access due to bus gates at either end of the road on Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-2498	The increased traffic on streets and roads adjoining the Douglas Road would add to the journey stress throughout the day and create absolute chaos during school drop and pick up times Ballinlough Road, Wallace's Ave, Boreenmanna, Cross Douglas Road, Well Road and all of the residential roads linking into these routes cannot accommodate additional diverted traffic	Please see the NTA's response to Issue 2 in this report
NTA-C9-2498	The Douglas Road would no longer be a pleasant, interesting, neighbourly walk to town and village The green route that is the Douglas Road would be replaced with a concrete corridor	Please see the NTA's response to Issue 4 in this report
NTA-C9-2498	• Heavy road works 10 ft from my front door on Douglas Road	Please see the NTA's response to Issue 8 in this report
NTA-C9-2498	• Potential loss of neighbours on Douglas Road due to proposals	Please see the NTA's response to Issue 9 in this report
NTA-C9-2498	Ground disturbance and subsidence risks on Douglas Road	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2498	Walks to visit family and friends, services and facilities e.g. post office, doctor, convenience shops, pharmacy, dentist, schools, swimming pool, parks, etc. in Ballinlough would be rendered unsafe and unpleasant	Please see the NTA's response to Issue 3 in this report
NTA-C9-2499	The proposals will impact the locality as Exiting onto the Douglas Road is presently difficult for vehicles. Proposals by Bus Connects does not solve or propose any ameliorating changes to assist with the cyclists, pedestrians and vehicular exit from Marble Hall Park onto the Douglas Road. Sight Lines at the exit from Marble Hall Park to the Douglas Road are restricted .	Please see the NTA's response to Issue 2 in this report
NTA-C9-2499	The reduction in car usage is aspirational the reality for much of the community and particularly the elderly, disabled and school users it is not presently feasible.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2499	Existing anti-social behaviour will increase on Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2499	Proposed to provide a bus stop on the newly widened bridge does not seem to have been thought through properly. It is a very narrow space, on a bridge and less than 100 Meters from a Bus Stop at Saint Finbarr's Hospital.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2499	The proposals will cause traffic to divert and create traffic congestion in Belair Estate, High Street, Ballinlough Road, Wallaces Avenue, Cross Douglas Road and South Douglas Road. South Douglas Road in particular may become primary route to the city centre for vehicular traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2499	These proposals will impact my home as the house on Douglas Road was constructed in the 1930 approx. Demolition of the existing front walls and trees which were constructed over 40 years ago are to be repeated at great expense.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2499	The Southern Road is a steep hill and difficult to cycle up.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2499	The proposal to provide a bus stop ,two cycle lanes, two pedestrian paths, a vehicle lane and two bus lanes on the bridge (over the former railway line and now the main road to the City Hall from the Kinsale Road) does not seem credible or feasible.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2499	Stress and health issues created by these proposals particularly with the elderly, parents of young children and disabled groups.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2499	Proposals would impact the locality as Parking is restricted in Marble Hall Park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2499	The Proposals appear to disregard the consequences for the people living in the communities	Please see the NTA's response to Issue 9 in this report
NTA-C9-2499	Demolition of the existing trees which were constructed over 40 years ago are to be repeated at great expense.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2499	Loss of the front garden on Douglas Road and pond will affect the amenity of the house and create a greater risk for safety, security and use of the house.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2499	The proposals fail to provide concise , accurate and proper information to enable sufficient analysis and comment despite :he expenditme of a vast amount of public money. No timespan has been indicated by the NTA and the benefits for future generations of users.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2499	Concern for excessive and unsafe new traffic levels in Cross Douglas Road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2499	The proposals seem to be premature on the basis that no overall studies have been undertaken in regard to traffic uses for the Greater Cork Area in the future. No analysis of future use of the road and the fact that it creates a pinch point has been considered or proposals to remedy this difficulty has been undertaken. Long term analysis of the proposal has not been undertaken	Please see the NTA's response to Issue 1 in this report
NTA-C9-2500	You could consider making the Douglas Road one way and the South Douglas Road one way in the opposite direction.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2500	it is proposed to direct traffic from the Douglas Road down the Cross Douglas Road I find it hard to believe that this will not entail serious disruption. The road is far too narrow to support increased traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2500	Douglas Road is a very old mature area and certainly most unsuitable for the changes you are proposing. Your suggestion to widen the road, removing all the old walls, the very mature trees and in many cases the existing gardens and in some cases houses, is totally out of order.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2500	They are very much in the minority and this being a more mature area it is most unlikely that there will be an upsurge in cyclists. Realistically a bicycle lane would be a waste of space for the number of people who would use it.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2500	Another issue is regarding to parking of cars, particularly those who do not have facilities to park in their gardens. What are you suggesting for these residents?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2500	Your suggestion to widen the Douglas road, removing the very mature trees is totally out of order	Please see the NTA's response to Issue 4 in this report
NTA-C9-2500	The map used in the booklet is completely out of date and makes no reference to the fact that Planning Permission has been granted for 204 houses in what was the old Nemo Rangers Club with the proposed exit to come onto the main Douglas Road about ten yards before you have a proposed bus gate.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2500	Cross Douglas Road has become a very dangerous road, particularly for those of us on the side with no footpath, due to the speed of people using the road.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2501	They can't cope with diverted traffic on ballinlough road. Stress for driving.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2501	This scheme will devalue the price of the property on Douglas road.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2501	The trees are a historically feature of Douglas road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2501	Safety for people walking and going to facilities like swimming pools, post office and dentist.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2502	Diverted traffic through Douglas road can't happen it causes to much incidents.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2502	Diverted heavy traffic off douglas road	Please see the NTA's response to Issue 2 in this report
NTA-C9-2502	Safety for children being walked to school by parents. Waiting in between multiple cycle lanes.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2503	There needs to a different plan is place.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2503	restrict are movements from are homes and neighbourhood.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2503	Removal of trees and hedges will create huge distruction in Douglas. Douglas is well known for its historical features.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2503	The reduced parking will cause anxiety to the people households.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2503	The lack of information is causes people to be worried and they feel they need consultation.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2504	The narrow roads will cause more traffic built up.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2504	The character and heritage of Douglas should be kept for future generations.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2504	Will cause negativity on biodiversity and the environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2505	Deliver people won't be able to access people's property due to all the bus gates.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2505	The character and heritage is a big importants of Douglas and should be kept for future generations.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2505	Parking reduced on the street outside the residents house.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2506	They need to stop the rush hour traffic in morning when children go to school. Due to bus gate all city bound traffic will be diverted through bellair.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2506	By destroying the character and heritage will have a negative effect on the local environment. Loss of trees due to widen of road	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2506	They will remove 91 parking spaces which is going to disturb the residents.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2506	Safety for children travelling to school is one important fact.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2507	This proposal will create a huge amount of traffic build up on Douglas road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2507	The size of the project will have a huge effect on the local community.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2507	Due to widening the road there will be a loss of approx 200 trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2508	Reduced parking outside people's houses. parking taking away from park ni ring.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2508	loss of trees on Boreenmanna road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2509	By widen the road there will be lots of diverted traffic down south douglas road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2509	Historical structures of national monuments.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2509	Reduce noise pollution by traffic Noise pollution from buses.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2509	Reduced parking outside there houses	Please see the NTA's response to Issue 5 in this report
NTA-C9-2509	Loss of 87 trees is undeciabile.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2509	Health and wellbeing caused by CPO. Maps out of date Maps not to scale residents hearing word to mouth	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-2509	Risk during construction stage	Please see the NTA's response to Issue 8 in this report
NTA-C9-2510	There will be diverted traffic through bellair which will cause traffic delays.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2510	Impact on trees 200 plus mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2510	The route drawings were not up to date	Please see the NTA's response to Issue 1 in this report
NTA-C9-2511	Long traffic build up is already on south douglas road and is not fit for more traffic	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2511	loss of 87 mature trees Noise pollution from buses Also increase of light pollution	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2511	reduced parking for business people will effect people having a good business. No parking for drop off and pick up children from school.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2511	Did not recieve any letters to do with plan Maps not to scale Difficult to navigate	Please see the NTA's response to Issue 11 in this report
NTA-C9-2511	No traffic surveys have been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2512	The bellair esate is not used to huge volume of traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2512	Risk of subsidence due to how old the houses are in bellair.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2513	There is so much traffic delays due to all the schools in the area Decrease the bus time for schools	Please see the NTA's response to Issue 2 in this report
NTA-C9-2513	This plan will effect the historical features of douglas. loss of 87 mature trees will effect local residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-2513	Safety for children coming and going from school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2513	in favour of bus connects plan and the improvements in cycling in cork	Please see the NTA's response to Issue 13 in this report
NTA-C9-2515	Bus Gate will increase private traffic on south douglas road, and Ballinlough Road These will also prevent access to businesses and local shops	Please see the NTA's response to Issue 2 in this report
NTA-C9-2518	A much better use of funds would be to widen the existing Southern road bridge over the south link by hanging pedestrian footpaths on the outside edges. (on the Maryborough to City corridor).	Please see the NTA's response to Issue Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report in this report
NTA-C9-2519	The proposed new Douglas road regime from Douglas in to Bellair estate junction (one dedicated bus lane outbound and a combined traffic and bus lane inbound) could be continued all the way in to Langford Row. There wouldn't be that much traffic congestion on that section of Douglas road (from St Finbarrs to High Street) as the five way traffic junction (High Street, Southern Road, Capwell road, Douglas road) has been simplified and no traffic lights would be needed (especially if Capwell was made one way) Business along the route (e.g. Tesco express) would now be fully accessible to Ballinglough residents.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2519	<p>the removal of city bound private cars from the Douglas Road and Southern road between Bellair Estate and Langford Row through the use of Bus Gates. There is also a proposal to restrict High Street and Capwell road use, but it is not entirely clear what that means.</p> <p>This will severely restrict residents of Ballinlough and surrounding areas from accessing the city and travelling west and North. It will force these residents to use the already over congested Boreenmanna and South Link road route</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2553	<p>Parking is permitted on both sides of the road on Wallaces Avenue as houses have no driveways</p> <p>Proposals plan to remove parking at Bellair Estate and Wallaces Avenue</p> <p>A lot of elderly people in this area need to park close to their homes.-</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2640	the impact of the proposed plans would destroy an old historic limestone wall alongside the removal of trees and shrubs	Please see the NTA's response to Issue 4 in this report
NTA-C9-2640	risk of subsidence due to impact on housing foundations and impact on ability to gain house insurance	Please see the NTA's response to Issue 7 in this report
NTA-C9-2640	Fully supports the need for the scheme and doesn't dispute need for more busses and better cycling infrastructure	Please see the NTA's response to Issue 13 in this report
NTA-C9-2641	the impact of the proposed plans would destroy an old historic limestone wall alongside the removal of trees and shrubs	Please see the NTA's response to Issue 4 in this report
NTA-C9-2641	risk of subsidence due to impact on housing foundations and impact on ability to gain house insurance	Please see the NTA's response to Issue 7 in this report
NTA-C9-2641	Fully supports the need for the scheme and doesn't dispute need for more busses and better cycling infrastructure	Please see the NTA's response to Issue 13 in this report
NTA-C9-2644	loss of garden, shrubs and trees. causing loss of privacy	Please see the NTA's response to Issue 6 in this report
NTA-C9-2655	<p>I wish to object to the proposals to widening the road from Maryborough to the city</p> <p>This proposals will cause a huge inconvenience to the residents on both sides of the Douglas Road</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2676	<p>We believe that one or two pinch points along the city to Maryborough route, in particular Douglas Village, should be addressed rather than the level of disruption you propose.</p> <p>A congestion charge is preferable to a bus gate.</p> <p>Why is parking currently allowed at designated bus stops (such as at Glenesk, Bellair). Would this not be a simple fix to improve bus flow? To remove parking at all bus stops or better still have a layby where buses can pull in safely. Why not improve the payment system as this is one major source of delay on all bus routes. Why not make our current system more efficient rather than enforcing an ill thought out aspirational plan which is of little benefit to us as taxpayers.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2676	It is not viable for anyone to run a business if this passing trade is removed.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2676	<p>Object to the widening of Douglas Road and most particularly the proposed bus gates at Well Road and Bellair Junctions. The planned one way system would be a huge inconvenience to use and we also have concerns in terms of safety ecology and the stress these works would cause.</p> <p>We will no longer be able to access our home inbound from Douglas Village but instead have to take a more protracted route through Ballinlough. No provision has been made for how us locals live our lives and your plan displays little affinity with our community. It makes no sense for us, our neighbours or anyone trying to access St Finbarrs Hospital, Tesco Express or the Pharmacy.</p> <p>Bellair Estate, Ballinlough Road, Wallaces Ave, Bernadette Way and Castlegreine would be put under significant pressure under your proposal. Roadways aren't wide enough and were never designed to take the volume of traffic you propose. It will cause traffic jams.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2676	Are cycle lanes and footpaths at either side of the road necessary? Cork city is full of hills and will never be fully cycle friendly.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2676	Your plan has no parking or drop off area for residents or the many schools in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2676	Knocking historical walls and the level of tree felling proposed is unwarranted and Douglas will lose its community/neighbourhood feel.	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2676	The level of tree felling is unwarranted. Replanting saplings is not replacing like with like.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2676	The widening of the road/removal of parking will increase speed on the roadway and make many of our elderly neighbours feel like prisoners in their own homes. There will be safety issues for children and residents with increased traffic.	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2676	Has traffic modelling been validated to prove that widening of the road saves time? Or indeed an environmental impact.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2677	An alternative solution deserves more analysis. Creating a one way system loop using the Main and South Douglas Roads could be far less disruptive and costly.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2677	<p>As city bound cars on the Main Douglas Road are proposed to be routed onto a limited capacity road at the Bellair Estate junction, drivers will instead avail more of the South Douglas Road. The roads connecting the main Douglas and South Douglas Roads, on which roadside parking is common, are not fit to carry an increase in traffic volumes.</p> <p>There will be significant safety and traffic circulation issues outside the Eglantine Primary School. At present there is a lane for traffic turning left into Eglantine Park outside the school and this is effectively used as a 'lay by' for drop offs and collections. The proposal redeploys this effective 'lay by' to become a bus lane.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2677	The craftsmanship and character of the masonry on the perimeter wall of my property is not possible to reproduce today. In fact, the perimeter wall of many properties on the North side of the Douglas Road is recognised for its heritage value and warrants protection.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2677	The proposal will realistically give rise to an increase in noise and air pollution in our neighbourhood on account of the increase in capacity of the road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2677	The disruption during the construction phase will be prolonged and stressful to live with.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2677	I estimate 8 trees, some of which are over 100 years of age, will be lost. I am aghast at this. As well	Please see the NTA's response to Issue 4 in this report
NTA-C9-2677	The removal of mature trees will give rise to air and noise pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-2677	Index map 6 shows a bus stop blocking my drive way. As shown in the extract below thi drive way serves two homes. I estimate I will lose c. 4m (Eastern end) to c. 7m (Western end) of depth from my property along its length of c 50m. Loss of trees will cause environmental harm and I will lose a screen from a busy road and a shortened garden will devalue my property. The craftsmanship and character of the masonry on the perimeter wall of my property is not possible to reproduce today.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2677	There is a real risk of subsidence resulting from the works. Subsidence is a known issue in the area. Few homes in Douglas now have insurance against subsidence as a result of previous cases	Please see the NTA's response to Issue 7 in this report
NTA-C9-2677	Crossing multiple lanes of traffic on a road widened to the extent proposed is daunting and risky for vehicle, cycle and foot traffic alike.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2678	Creation of extensive unavoidable traffic james due to bottlenecks on journey into city by Belair/Back Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2678	Object to the proposal on the basis of destruction of magnificent solid ancient garden walls.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2678	Long term and socially unacceptable disturbance to local residents during the project	Please see the NTA's response to Issue 8 in this report
NTA-C9-2678	Object to the proposal on the basis of destruction of elegant, irreplaceable and environmentally friendly mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2678	Major health and safety issues for pedestrians especially the elderly and young school children	Please see the NTA's response to Issue 3 in this report
NTA-C9-2679	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle lanes and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2679	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel. I need the bus stop here as I am 80 years old and my son has MS. We need this stop as our walking is limited.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2679	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2679	Increases in road traffic will lead to the corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The trees, shrubs and stone walls provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2679	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lane.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2679	Object to removal of trees on Douglas Road. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2679	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2680	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle lanes and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2680	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2680	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 2 in this report
NTA-C9-2680	Increases in road traffic will lead to the corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The trees, shrubs and stone walls provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2680	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lane.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2680	Object to removal of trees on Douglas Road. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2680	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2681	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle lanes and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2681	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2681	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2681	Increases in road traffic will lead to the corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The trees, shrubs and stone walls provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2681	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lane.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2681	Object to removal of trees on Douglas Road. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2681	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2682	Inevitable re-direction of traffic on to some of the estate roads adjoining the Douglas Road and Southern Douglas Road as a consequence of your proposed re-directed routes. The re-designation of some of the estate roads to facilitate a two-way traffic flow e.g. Woodview	Please see the NTA's response to Issue 2 in this report
NTA-C9-2682	The geology of Cork has been expressed most notably on Shandon Steeple. Two sides of old red sandstone and the others of limestone. Stonemasons have molded their craft with the extraordinary quality of Cork Limestone and produced magnificent Estate boundary walls. In the case of Douglas, three such estates - Villa Nova, Knockrea, and Woolhara - expressed great pride in ensuring their walls complemented the geology of the area. The present day householders have expressed an even more notable pride, at a significant cost, in retaining and maintaining those historic masterpieces that are admired by locals and visitors alike. A significant stretch of the Douglas Road boundary walls are cut of Limestone and to interfere in any way with these Cork City Council protected heritage structures would be a disaster in the extreme	Please see the NTA's response to Issue 4 in this report
NTA-C9-2682	It is important to realise that your proposal has caused significant stress and anxiety to local residents and in particular by the shoddy manner in which all of your proposals were selectively introduced.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2682	The potential damage to property, due to heavy roadworks, as the Douglas road is in a subsidence sensitive area (recognised by insurance companies).	Please see the NTA's response to Issue 8 in this report
NTA-C9-2682	A serious interference with the rights of parents/guardians to be able to drive and collect children from the schools e.g. Our Lady of Lourdes Primary School; Scoil Bhríde Eglantine National School; Regina Mundi Secondary School; St. Anthony's Primary School and Douglas Community School The removal of resident's parking spaces and their re-location to St Finbarr's Hospital is most certainly unworkable for the majority. In fact your map, if drawn to scale, shows a maximum of 25 parking spaces (Map 3 p.36) that might be available	Please see the NTA's response to Issue 5 in this report
NTA-C9-2682	There are now legal requirements for residents who currently offer their property for sale to notify any potential buyer of your proposal resulting, no doubt, in a lack of interest by a potential purchaser, and/or a lowering of the value of the said property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2682	Object to the destruction of magnificent, mature trees, shrubs and herbs. There would also be disruption to animal and insect life within the green areas and trees	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2682	The inclusion of 5 Tucan crossings must surely have the potential to cause significant traffic delays on the Douglas Road were currently the traffic flows freely, often light throughout the day and the only delays for a motorist or bus occur within Douglas Village and the junction at the fly-over and Well Road strand.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2682	Object to the extensive removal and re-location of boundary walls	Please see the NTA's response to Issue 6 in this report
NTA-C9-2682	On page 19 you state that approximately 87 trees may be removed. In my professional opinion (B.AgrSC(Hort)), where I conducted an in-depth survey of only those trees bounding the walls I have a count of 190 and this does not include all of the other mature trees contained within the individual garden boundaries. You have made no reference to two vary rare mature trees (Fern-leaved Beeches) that are included for felling. As for the timing of the bus journeys, and again you are subtle in saying up to 33 minutes, in my experience the journey takes no more than 20 minutes and that is generous to allow for hold-ups in the Douglas Village or at the Well Road junction. Presenting a figure for 2040 as being 40 minutes is outrageous. Your presentation does not produce one iota of a statistic pertaining to the correct numbers using buses from each of these destinations and couldn't have taken into account the size of the actual working population using buses and those that are now working remotely.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2682	It is strange and notable that there hasn't been a traffic road monitor set down on any part of the Douglas Road to assess traffic frequency in both directions. Likewise to census the number of cyclists and e-Scooters that are currently using the road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2683	The proposal to use the main throughfare for buses and increasing the number of frequency of heavy vehicular movement in this existing residential area will have a detrimental impact on the people living on the Douglas Road. Traffic that has to travel from Douglas to the city centre has not been taken into consideration. Traffic will have to go through residential parks.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2683	The proposal shows a blatant disregard for the local heritage of Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2683	The NTA is fundamental in breach of their rights to provide proper notice to the public and information as to the extent of the work involved.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2683	The noise pollution will change peoples lives in a negative way	Please see the NTA's response to Issue 3 in this report
NTA-C9-2683	The proposal will devalue our properties along the Douglas Road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2683	The proposal shows no regard for the safety of pedestrians	Please see the NTA's response to Issue 3 in this report
NTA-C9-2683	The loss of privacy will change peoples lives in a negative way	Please see the NTA's response to Issue 4 in this report
NTA-C9-2683	Safety concerns of children travelling to and from school with traffic going through residential parks	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2684	There is absolutely no requirement for buses going to Rochestown, Monkstown, Crosshaven, Carrigline and Maryborough to pass through the centre of Douglas. The Douglas relief road exists and we should use it. There is much unused land bordering the relief road which can be used to facilitate bus stops convenient to the shopping centres, leaving Douglas Village as a pedestrian/cycle friendly area.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2684	There is absolutely no requirement for buses going to Rochestown, Monkstown, Crosshaven, Carrigline and Maryborough to pass through the centre of Douglas. The Douglas relief road exists and we should use it. There is much unused land bordering the relief road which can be used to facilitate bus stops convenient to the shopping centres, leaving Douglas Village as a pedestrian/cycle friendly area.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2684	A state-of-the-art ticketing system, cashless payments, revamping the Fare system, new park and rides and transitioning to a zero- emissions bus fleet may have advantages and possibly attract some more passengers to use buses.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2684	There is no flow problem on the Douglas Road. There can be an issue with school traffic in the morning. At all other times traffic flows evenly without congestion issues. Road widening, Bus gates, Signal Controlled Priority, will have no effect on this morning school traffic blip. Your proposed solutions in fact represent a totally disproportionate approach to a very localized problem. With the introduction of bus gates what do you anticipate the volume reduction in traffic flow at peak hours will reduce to? With the implementation of Bus Gates why is it still necessary to widen the road? Have you considered traffic flow curtailments at only peak times of the day?	Please see the NTA's response to Issue 2 in this report
NTA-C9-2684	I would suggest that the introduction of cycle lanes will not significantly increase the number of people cycling to work, school, shopping etc. Cork is hilly. It rains on 185 out of 365 days a year. The winter months are dark in the mornings and darker in the evenings. They are cold wet and windy. What gets people on bikes is leisure time and good weather. And this bus connects will not provide that. I am cyclist. I cycle over 7000kms each year around Cork. Cycle lanes where they do exist in Cork can be visually seen to be underutilised. I would suggest to you that the number of people cycling to work, school, shopping or personal activities is a function of the weather, the number of hills in Cork and the practicality of carrying school bags or shopping bags on a bicycle. Increasing the amount of cycle lanes will not change that. Moving cycle lanes away from the sides of busy roads unto dedicated green ways would appear to be a more attractive and safer option for cyclists and all road users.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2684	You should be aware of the stress and anxiety that your proposal has caused both myself and my wife. As the horrifying implications of this proposal became apparent to use you cannot imagine the disruption you have caused and continue to cause to our health, our sleep and our wellbeing. We attended your public presentation a Nemo Rangers and had a virtual meeting with three engineers. As a result of these meetings my and my wife's anxiety and stress levels have increased significantly	Please see the NTA's response to Issue 11 in this report
NTA-C9-2684	You should consider a Park and Ride adjacent to the Douglas relief road. A car park on the periphery of Douglas adjacent to the village and the shopping malls. And a free bus into the city from there, using the N40 ring road for fast access	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2684	<p>I wish to object in the strongest terms to your proposed widening of the Douglas Road in general, and specifically at the point where the Douglas Road borders my Front, Side and Back Garden.</p> <p>You indicate on your map, road widening and the acquisition of 90% of my garden along the roadside of my garden, along my boundary wall which is approximately 40 metres in length and through my front and back garden. This is an enormous land take from my property and especially from my back garden.</p> <p>Adjacent to my house your proposal is to widen the road to 16.6 metres. It is currently 11.0 metres wide. To widen the road at this point by 5.6 metres would require that you take 5.6 metres from my garden. At this point my house is 7.2 metres from my boundary wall with the road. This proposed land take will move the boundary wall to within 1.6 metres of my kitchen window. This land take will have a devastating impact on my and my wives well being and health for the following reasons:</p> <p>In total your proposal would take an estimated 30% of my garden and 90 % of the plantings of shrubbery and mature trees, including 13 fully mature trees.</p> <p>You would bring the current 1.5metre high hand built stone perimeter wall to 1.6 metres from my kitchen window.</p> <p>There will be only a 1.6 metre gap between the road boundary wall and my kitchen window providing no opportunity to replant trees and shrubs between our kitchen/dining area and the wall, leaving us totally exposed to the road and the view from double-decker buses.</p> <p>The double-decker buses will now pass only 5.8 metres from my kitchen/dining room window where we eat our meals.</p> <p>My house and garden are 1.7 metres above road level. Any work to move the</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2684	<p>We attended your public presentation a Nemo Rangers on 27th July and then had a virtual meeting with three engineers by way of Microsoft Teams. None of the people I spoke to throughout these meetings demonstrated an understanding of the environment of Douglas Village, the Douglas Road of the effect your road widening project would have on my home. It appeared that none of the engineers I spoke to had in fact visited my home area and observed the potential disruption and destruction to my home and garden.</p>	<p>Please see the NTA's response to Issue 11 in this report</p>
NTA-C9-2684	<p>The Design Manual for Urban Roads and Streets (May 2019) of which the NTA was a member of the peer review group, sets out an integrated design approach which proposes that designs be influenced by the type of place in which the street is located and is a balance of the needs of all users. The manual guides against enabling greater capacity and vehicle flow based on excessive demand forecasts and /or the assumptions that provide vehicle usage will increase unabated. You have in your proposal totally ignored this government advice. You have in fact no current traffic flow data making your traffic projections meaningless. There is no demand for this bus highway from the residents of Douglas and the Douglas Road and there is no demand for your proposed road widening on the basis of traffic volumes.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2685	<p>To take the 215 route from the Ballinlough Road and onto the Boreenmanna Road would mean losing independence for a largely ageing parish. So few of that age group would manage the walk uphill from Boreenmanna Road to the Ballinlough Road.</p> <p>The proposal to make a bus only route from Douglas Village to the city seems drastic. I understand the need for public transport on an environmental level however one direct route is not going to serve the needs of most i.e. dropping to multiple schools and work places.</p> <p>Will one bus route direct to the city actually serve the majority?</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-2685	The traffic that will still be on the roads will be directed up the Well Road and through all residential parks. These were not planned for heavy traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2686	<p>Douglas Road is very quiet between rush-hours. That is partly due to the number of people now working from home and going to their offices at off-peak times, There is no need to widen the Road and put up Gates for the non-existing traffic. Rush-hours -that last for 1 hour am and 1-2hrs pm are the only times that traffic is held up. Eg: Traffic on the Douglas Road heading towards the suburbs in the evening. has a tail-back to Eglantine from Douglas village. The Roundabout was built for a small village. Now it has to cope with 3 roads: Some of the traffic from the Douglas road /Douglas village/ and Douglas Court road want to reach the A40 Motorway. Traffic from the A40 and town traffic want to reach the Douglas Court road, and all have to wait at the same Roundabout.</p> <p>By completely redesigning the tiny roundabout and creating a decent road from it towards the Douglas Court, the traffic flow to/from Douglas and suburbs and to/ from the city will flow at peak hours, as it does for most of the rest of the day. Add more lanes to the motorways we have</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2686	<p>The aim to get more people to travel by bus to town is a good one. There has been a considerable increase of passengers at peak time. There is absolutely no use in having extra buses travelling off-peak.</p> <p>Extra buses should be supplied at rush-hours. Some could also start further in towards town, thus avoiding congested areas. Why does one wait for a bus due, that never appears? A bus driving through congested towns/villages will automatically be delayed.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-2686	<p>It is wrong to consider diverting traffic from a main road to Parks/Drives with much narrower roads. The suggestion that traffic on the Douglas Road should turn up Bellair Park to go down Wallace's Avenue shows is absurd. Their Householders have to park their cars on the street. At the corner where Wallace's Ave. gives onto the Boreenmanna Road, a new block of apartments has been built, also without Parking. Where Boreenmann road exits onto the City Link Road, there are long tail-backs at rush hours. The suggestion that traffic from Douglas Court and further away will have to turn up the Well Road will cause even longer delays.</p> <p>I live in Hettyfield. It is extremely difficult to exit Hettyfield onto the Well Road at any time. The exit is invisible to drivers on the Roundabout. At present, there is a school-run that travel up Hettyfield at schools' starting/ ending time at Eglantine and St Anthony's Primary schools and a nearby creche. Many of the school children are driven by their parents from 10-20 kms away. Since a new coffee shop, Go-Gos, opened this September near Eglantine National School, the traffic has increased considerably. Now, there are always 10-15 cars parked on Eglantine/ Browningstown and Hettyfield at any hour of the day.</p> <p>In addition, 10 new houses will be built beside Hettyfield, adding more traffic. This Park could not sustain any increased traffic to/ from the Douglas/ Well Roads.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2686	It is also true that most businesses are now based in Industrial Parks outside Cork city. This is another reason for not destroying a heritage area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2686	In order to widen the Douglas Road, 100+ trees need to be removed, many over 80 years old. This is totally contrary to the aims of our country to improve the environment. The Greening of our cities and suburbs has greatly improved living conditions for most people.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2686	I only learned by chance in September about the NTA plans. Why were only households affected by CPO's informed of the huge changes proposed by your plans?	Please see the NTA's response to Issue 11 in this report
NTA-C9-2686	I am all in favour for creating more cycle-routes!	Please see the NTA's response to Issue 13 in this report
NTA-C9-2687	My concern about the Bus Connect plans for the Douglas Rd. is how we will access our own homes with all the bus gates on the Douglas Rd. How will delivery trucks and the bin collection lorry access our area? I think your proposal is to go up Windmill Rd. which is absolutely crazy. At the moment if you go up Windmill Rd., if you have a big car, van or truck you have to go up on the footpath!!! I Parked cars and an ESB pole are things that have to be considered also.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2687	Making the Douglas Rd. wider will ruin how the road looks and there is no going back. Lovely old stone walls that add to the character of the area. Many of my neighbours and I love walking on this old road and have done so for generations.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2687	My concern about the Bus Connect plans for the Douglas Rd. are about there being less parking on my street and the streets beside us for local residents. If you get rid of parking on Windmill Road where are the residents going to park?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2687	There are beautiful mature trees that can never be replaced	Please see the NTA's response to Issue 4 in this report
NTA-C9-2688	I wish to have it recorded that I am greatly opposed to the changes proposed on the Douglas Road, and in particular the removal of the dropping off zone outside of Eglantine National School on the Douglas road. The removal of the safe drop off zone is going to cause untold traffic chaos in Ardfallen Estate, as the entrance to Eglantine National School on Ardfallen Estate will be the only safe drop off zone left to Eglantine National School. The cutting of 50% of the safe dropping zone areas for Eglantine National School will mean that all students will have to enter and exity Eglantine National School through the same gates which are beside the montessori school. This is going to lead to extreme chaos and traffic problems and will be a serious health and safety issue as the volume of traffic dropping off and picking up children, both from Eglantine National School and the montessori school, will mean that the entire area will be congested.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2688	The cutting of 50% of the safe dropping zone areas for Eglantine National School is going to lead to extreme chaos and traffic problems and will be a serious health and safety issue as the volume of traffic dropping off and picking up children, both from Eglantine National School and my school, will mean that the entire area will be congested. It will be a dangerous situation as many of the children will unavoidably have to cross a public road, whereas on the Douglas Road, they were able to get out of their cars safely on the school side of the Douglas Road and they did not have to cross any public road.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2688	I have to ask what traffic survey or traffic impact study has been carried out in advance of the current proposed changes made in relation to the removal of the drop off zone outside of Eglantine National School on the Douglas Road? If a traffic study or assessment was carried out then I would like to see a copy of the same.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2689	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle lanes and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2689	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel. I have multiple sclerosis and my walking ability isn't great. I really need the bus stop to remain where it is, otherwise I'm housebound.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2689	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 2 in this report
NTA-C9-2689	Increases in road traffic will lead to the corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The trees, shrubs and stone walls provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2689	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lane.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2689	Object to removal of trees on Douglas Road. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2689	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2690	it would be better to go and work with Cork City Council and sort out the Douglas Village junction mess where all of the traffic problems lie. In fact the junction is often choked by the buses themselves as they have to occupy two lanes when crossing the junction and obstruct all other traffic.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2690	It has been indicated that the road is to be widened to over 16 metres to cater for cyclists, pedestrians and a dedicated bus corridor that will front my side of the road. I must ask why this is necessary. Already there is a fine footpath for pedestrians, a part of the road dedicated for cyclists and the buses certainly don't need a dedicated highway outside my residence as they flow freely and often at great speed. I wouldn't mind in fact if they slowed down somewhat.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2690	It has been indicated that the road is to be widened to over 16 metres to cater for cyclists, pedestrians and a dedicated bus corridor that will front my side of the road. I must ask why this is necessary. Already there is a fine footpath for pedestrians, a part of the road dedicated for cyclists and the buses certainly don't need a dedicated highway outside my residence as they flow freely and often at great speed. I wouldn't mind in fact if they slowed down somewhat.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C9-2690	I refer to the fact that cars coming off the South-link relief road will not be allowed to turn left on to the Douglas Road. This will mean that they can only travel via the Well Road or turn right to join the Douglas Relief road. This is daft as it means a re-direction of local residents on coming off the Relief road needing to travel up the Well Road, on to Woodview and then back down the Douglas Road to get to their residence. No doubt the residents of Woodview will have something to say about your suggestion as their road is one-way only to traffic coming off the Douglas Road at present.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2690	I have been in residence on the Douglas Road for many years and as far as I am concerned it is bad to be causing stress and anxiety to local residents where there hasnt been any difficulty with buses.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2690	It has come to my attention, thanks to my neighbour, that a major road project has been designed for the Douglas Road. How come I have not been informed of this by the NTA?	Please see the NTA's response to Issue 11 in this report
NTA-C9-2690	Douglas Road is noted for subsidence. There are some houses that are affected and surely any heavy machinery needed to undertake removal of walls, trees, etc. cannot but add to that subsidence.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 8 in this report
NTA-C9-2691	I am opposed to the changes on the Douglas Road because of the loss of Id stone walls in the area. This will have an effect on my health and wellbeing, as someone who enjoys living in this area and walking on the road. I believe the chosen route is the has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2691	I am opposed to the changes on the Douglas Road because of the loss of mature trees. This will have an effect on my health and wellbeing, as someone who enjoys living in this area, walking on the road, and looking out my window at nature. These changes are unnecessary and will be irreversible. There are much cheaper and greener alternatives that do not involve tree loss.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2692	My concerns about the plans for Douglas Road are about how we will access our own homes with all the bus gates on the Douglas Rd. How will delivery trucks and the bin collection lorry access our area? I think your proposal is to go up Windmill Rd. which is absolutely crazy. At the moment if you go up Windmill Rd., if you have a big car, van or truck you have to go up on the footpath!!!! Parked cars and an ESB pole are things that have to be considered also.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2692	The lovely old stone walls that add to the character of the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2692	I am concerned about the plans for Douglas Road that there will be less parking on my street and the streets beside us for local residents. If you get rid of parking on Windmill Rd. where are the residents going to park?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2692	There are beautiful mature trees that can never be replaced	Please see the NTA's response to Issue 4 in this report
NTA-C9-2693	Object to traffic being diverted up Well Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-2693	The loss of old stone walsl will have a depressing effect	Please see the NTA's response to Issue 4 in this report
NTA-C9-2693	Diverting traffic down Well Road will increase noise and air pollution.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2693	Objection to traffic being diverted up Well Road as it will lower the value of our house	Please see the NTA's response to Issue 7 in this report
NTA-C9-2693	The loss of mature trees will have a depressing effect	Please see the NTA's response to Issue 4 in this report
NTA-C9-2694	Protected structures on the road will be lost	Please see the NTA's response to Issue 4 in this report
NTA-C9-2694	I understand no alternative measures have been addressed, otehr than 18 meters wide motorway, giving rise to loss of people's property, parkign adn the quality of life of all the residents. Before irreversible changes are implemented by you, I believe you are obliged to implement cheaper and greener alternatives that will not have the significant impact on the environment	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2694	The route as identified involved the loss of a large number of mature trees, much more than specified by your document	Please see the NTA's response to Issue 4 in this report
NTA-C9-2694	You will increase the given risk of subsidence in the area, resulting in damage to property and loss of future insurance cover.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2694	I am dismayed to discover that this road has been identified by you as a preferred route, without any traffic survey being carried out, given the existing infrastructure on the road with businesses, schools and the residents	Please see the NTA's response to Issue 1 in this report
NTA-C9-2695	My driveway will be taken under these proposals. I will have no place to park my car. I am over 70 years of age and would not be able to drag shopping and need my car at my house.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2695	The value of my house will be greatly decreased.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2695	Gable end of house might fall down as it is a stone wall.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2695	The front garden and the over 2 metre high road boundary wall have acted as a buffer to traffic noise and vibrations for decades. The front garden is about 2 metres squared and is right adjacent to my driveway which I consistently use. My exit and entry to my garage would be gone. Under the proposal it is proposed to entirely take the 2 metre squared garden, the wall and the driveway. I will open my front door and be onto a footpath straightaway	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2695	The buffer of my garden wall will be taken exposing the house to the full force of the traffic on the main road taking away my privacy .	Please see the NTA's response to Issue 6 in this report
NTA-C9-2695	The buffer of my garden wall will be taken exposing the house to the full force of the traffic on the main road taking away my privacy and exposing me to possibility of security problems.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2696	<p>I note with extreme unease the proposed routing of traffic in a few places. If traffic coming from the Maryborough direction and intending to travel towards city centre, cannot proceed down the Douglas road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield. This road has already become a minor 'rat run' and a congested road thanks to the changes already made that prevent cars coming down to the end of Well Road from Mahon direction not being allowed to turn right on to the main Douglas Road. That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine.</p> <p>Between that additional 'rat run' traffic, and the use of Hettyfield as a parking lot for cars bringing children to and from Eglantine School, the road has already been changed from a quiet residential road to a busy thoroughfare. Any additional traffic would be unsustainable from both the angle of easy movement of traffic, of safety of children, and of any comfort for residents.</p> <p>I note that traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road. It too will be routed on to the Well Road - thus adding to the threat to Hettyfield as that traffic too seeks to travel to the city centre.</p> <p>With all the additional traffic on Well Road, it will be well-nigh impossible drive out from Hettyfield on to the Well Road. There are no visible proposals for traffic lights at what was (but is no longer) the GoGo site.</p> <p>The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point - making it impossible for any parking, making access for residents extremely difficult, causing related problems for the roads linking Ballinlough Road to Boreenmanna Road. The amount of infrastructural change would appear totally unacceptable.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2696	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to public revolt!	Please see the NTA's response to Issue 8 in this report
NTA-C9-2696	I note on one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually in Browningstown, between Browningstown East and Browningstown West. It is unclear as to whether those bus stops are the relics of a former era for a 74 bus route or if there is some idea to bring buses along Eglantine to Browningstown and then down into Hettyfield or to direct further towards Ballinlough direction. This is unclear - and it is not reassuring that there could be misuse of Eglantine on a road name which happens to be Hettyfield.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2697	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle lanes and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2697	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2697	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 2 in this report
NTA-C9-2697	Increases in road traffic will lead to the corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The trees, shrubs and stone walls provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2697	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lane.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2697	Object to removal of trees on Douglas Road. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2697	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2698	As with many of the residents in the locality the use of cars is a must and the proposed routing of vehicular traffic on the Douglas road will cause great inconvenience to residents on the Douglas road but also mayhem in the surrounding roads such as the Well road, Bellair and the South Douglas road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2698	The main consultation document at paragraph 1.3 states that "Along these corridors, we also intend to provide segregated cycle tracks in each direction, separated as far as is practically possible from general traffic. In areas where this may prove difficult to achieve, we intend to provide offline cycle tracks, where a cycle track will divert off the Sustainable Transport Corridor and onto a quieter road or purpose-built cycleway, before re-joining with the corridor" Within the route analysis for options 1 to 10, only cycle corridors along either Douglas Road or South Douglas Road have been considered. No assessment has been made to determine whether or not there are alternative routes available to provide the cycle (but not bus) corridor between Douglas and the City Centre. The constrained section of Douglas Road is clearly a section where providing a segregated cycle track is difficult to achieve and in accordance with the consultation document an offline cycle track should be provided instead. This is therefore a clear contradiction between the consultation document and the detailed route assessment.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2698	We do not agree that there is a justification to provide a continuous footway on the south side of Douglas Road. Whilst a narrow hardened verge would be of benefit to keep road traffic away from the boundary walls, with the removal of through traffic and improved crossings, we do not see the benefits of providing the footway outweigh the significant adverse impact on the residential properties.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2698	A letter came through to my mother's house neighbouring me that gave the bare minimum of information but in her case would involve a CPO of her garden and driveway, which we share, of a depth of 7m at its deepest to a depth of 4m at its shallowest. This would involve the knocking of a historic stone wall of >100 years of age and an immaculately maintained garden containing beautiful old trees. The idea of taking large swathes of land along what is recognised to be a beautiful suburban road (Douglas road) to accommodate a near 17m wide road seems like an idea hatched from looking solely at a map. For compulsory purchase of private property to take place, there has to be a clear justification that there is a strategic need for the purchase in the greater good. For the reasons set out below we do Not believe that this justification has been made as there are significant failings in the route option analysis.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2698	<p>The reporting and outline drawings show a clear lack of attention to detail. The mapping used is out of date, no topographical surveys appear to have been undertaken and a good example of just how poor the initial design work has been is the proposal for a bus stop directly in front of the drive to Ilfracombe as shown on the mapping extract below.</p> <p>There is a clear clash between the cycle route and footway area at the bus stop which would likely mean even more land take is needed so that sufficient space is provided for cyclists to pass waiting or alighting pedestrians. This undermines the safety benefits that have been assessed for cyclists.</p>	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2698	<p>The route sifting analysis is flawed as it have not been undertaken in accordance with the stated methodology, the methodology clearly states that land take impact is to be taken into account but it has not been done.</p> <p>The reasoning for selecting route option 10 over option 1 on the basis of benefits to buses is incorrect as the benefits to buses are the same in both options.</p> <p>The road safety benefits for selecting route option 10 over option 1 are overstated as (a) the benefits to cyclists in option 1 are underestimated due to the removal of through traffic and partial provision of cycle lanes and (b) no assessments of the benefits to other road users are included (for example pedestrians walking to and from school).</p> <p>Option 1 provides the same benefits to bus users as option 10, it can be delivered at significantly less cost, it provides the same or better safety benefit to all road users and delivers a much improved environment to the local area with minimal land take (option 1 having 3.5% of the land take of option 10). As such the justification for compulsory purchase needed for option 10 has not been established.</p> <p>Please see submission for further information</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-2699	<p>There are recorded protected structures on this road (approx. 50 on the National Monument Archive) and stone wall boundaries of historical significance.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2699	<p>We walk from school when the weather permits and the thoughts of air pollution on this route horrifies me. This is one of the last green urban corridors and does not strike me as an environmentally sound option.</p>	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2699	<p>We walk from school when the weather permits and the thoughts of construction traffic and air pollution on this route horrifies me.</p>	<p>Please see the NTA's response to Issue 8 in this report</p>
NTA-C9-2699	<p>We walk from school when the weather permits and the thoughts of the loss of beautiful trees on this route horrifies me. The route chosen destroys the most trees and replacement trees will not replace like with like. This is one of the last green urban corridors and does not strike me as an environmentally sound option.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2700	<p>The huge increase in volume of traffic passing our house constantly to access the Douglas Road and Boreenmanna Road thorough Bernadetter Way and Castlegreine and Carrigreen Park is unacceptable.</p> <p>Why should the residents of these roads be subjected to hugely increased noise levels caused by the massive volume of increased traffic caused by these unacceptable plans.</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2700	<p>Removal of parking on the Ballinlough Road will impact a lot of young families who have moved into this area recently. A lot of elderly residents who need family support through visits from family and transport for shopping and medical appointments also live on this stretch of road. Long term residents will be adversely affected by the loss of parking.</p> <p>Where are the people who lose their parking places on the road expected to park?</p>	<p>Please see the NTA's response to Issue 5 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2700	Young families have invested a lot of money to refurbish old homes which will be devalued if this goes ahead.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2701	I suggest you should consider an alternative route to improve the bus and cycle routes to and from the city or a one-way system on both Douglas and Cross Douglas Roads and not destroy our beautiful heritage roads and all trees, walls, gates and railing etc.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2701	Having lived in the area for a long time I enjoy walking the Douglas Road and surrounding areas and I believe the route you have chosen will have a very negative effect on the local environment and heritage of the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2701	I am opposed to the removal of trees from my garden and others. I understand having spoken to my neighbours that you intend to take away practically all the trees that front the various gardens on the North Side of Douglas Road from High Street junction down to the Douglas Village which is about 2.5kms in length. This will destroy the Douglas Road and will have a terrible effect on all the houses and gardens on the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2701	I am writing to you to express my horror at your suggested proposal to take away most of my front garden, all my trees, my limestone front wall, my cast iron gates and my lovely limestone driveway. I am totally opposed to this destruction. I have retired from work recently and enjoy attending to my garden as I find it a form of therapy.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2702	The new proposal for Bus Connect, Maryborough to City Centre is causing a lot of upset in our community. The area that will be impacted is a mature area with elderly people who feel very vulnerable at this time of their lives/	Please see the NTA's response to Issue 3 in this report
NTA-C9-2702	Objection to impact on the environment with over 1000 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-2703	I believe that a loop is a viable option with the South Douglas Rd., or a shared lane. As this is an old city with many restrictions we all have to make concessions to traffic. However, when options like this were suggested at the meeting they were immediately dismissed. Alternative to the complete widening of Douglas Road, and the loss of our community must be examined. Small adjustments to the traffic can and should be explored before any road is widened to 18 metres.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2703	As a resident of the Douglas Road, the proposed route for the Maryborough to City STC-I, I strongly wish to object to the proposed widening of our existing road to create a priority bus/cycle route. I have attended the public consultations in Nemo Rangers Club and Rochestown Park Hotel and I do not accept that you have done the due diligence to justify this decision.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2703	Object to the environmental issues of this proposed route, the destruction of numerous mature trees which is far in excess of your quoted number, the route chosen impacts severely on biodiversity per your own information, and this road is one of the last visually attractive roads in the city, showing as it does, showing the original country route from the city to the separate Douglas Village.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2703	Object to the destruction of numerous mature trees which is far in excess of your quoted number. This is one of the last visually attractive roads in the city, showing the original country route from the city to the separate Douglas Village.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2703	This road and surrounding roads and estates has an older population many of whom are walkers and enjoy using this road to walk to and from the city, and to the village. No one will attempt to walk the proposed motorway. As a civic amenity this road will be lost.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2703	This is an acknowledged concern in this area - any interference to the extent intended may cause a high risk of subsidence in many houses. I do not believe you have the remit to cause destruction to the properties of the residents of this road, the extent of the work as specified could lead to damage to property and the loss of insurance cover on those homes going forward as a result of your actions.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2703	Safe access to our homes by ourselves and our family and friends will be seriously compromised - the size of the route will interfere with our ability to safely enter and exit our homes.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2704	We had serious problems in the past when our road became a through road for traffic. The large volume of traffic created huge difficulties for children and the elderly. We also had increased subsidence in houses not built to withstand massive volume of traffic. This issue was resolved with speed ramps. Now we are looking at serious disruptions and increased volumes of traffic again. My fear is that this will dramatically change the nature of the whole Douglas area. Parts of the Douglas Road appear to be almost doubling in size. There is already horrendous congestion around Douglas village and I cannot see how this can help.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2704	Object to the increased noise pollution with increase in traffic	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2704	Object to trees being uprooted	Please see the NTA's response to Issue 4 in this report
NTA-C9-2704	There will be increased risk of subsidence as there was in the past with increased traffic	Please see the NTA's response to Issue 7 in this report
NTA-C9-2705	The move to corridors for buses also seems to threaten easy access and exit from homes in several places	Please see the NTA's response to Issue 2 in this report
NTA-C9-2705	More time and attention have to be given to possible traffic loops, possibly a South Douglas Road/Douglas Road one	Please see the NTA's response to Issue 12 in this report
NTA-C9-2705	I note in another part of the busconnects documentation offers a suggestion that walking an additional 600 metres to get a bus under the new system, as opposed to what was available before, would be a minor inconvenience. At least the suggestion stopped short of advocating that walk as a healthy measure! I wish to point out that a significant number of the residents in the greater area are in the older age groups or are families with small children -- that distance is not one that makes it easy for people 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 take the bus.	Please see the NTA's response to Issue 10 in this report

Reference	Statement	NTA Response
NTA-C9-2705	I note in another part of the busconnects documentation offers a suggestion that walking an additional 600 metres to get a bus under the new system, as opposed to what was available before, would be a minor Inconvenience. At least the suggestion stopped short of advocating that walk as a healthy measure! I wish to point out that a significant number of the residents in the greater area are in the older age groups or are families with small children -- that distance is not one that makes it easy for people 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 take the bus.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2705	<p>I note with extreme unease the proposed routing of traffic in a few places. If traffic coming from the Maryborough direction and intending to travel towards the city centre, cannot proceed down the Douglas Road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield. This road has already become a minor 'rat run' and a congested road thanks to the changes already made that prevent cars coming down to the end of Well Road from Mahon direction not being allowed to turn right onto the main Douglas Road. That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine. Between that additional 'rat run' traffic, and the use of Hettyfield as a parking lot for cars bringing children to and from Eglantine School, the road has already been changed from a quiet residential road to a busy thoroughfare. Any additional traffic would be unsustainable from both the angle of easy movement of traffic, of safety of children, and of any comfort for residents.</p> <p>I note that traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road. It too will be routed on to the Well Road - thus adding to the threat to Hettyfield as that traffic too seeks to travel to the city centre.</p> <p>With the additional traffic on the Well Road, it will be well-nigh impossible to drive out from Hettyfield on to the Well Road. There are no visible proposals for traffic lights at what was (but is no longer) the GoGo site.</p> <p>The idea that traffic should be funneled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point - making it impossible for any parking, making access for residents extremely difficult, causing related problems for the roads linking Ballinlough Road to Boreenmanna road. The amount of infrastructural change would appear totally unacceptable.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2705	The chosen route seriously impacts on biodiversity	Please see the NTA's response to Issue 4 in this report
NTA-C9-2705	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to public revolt.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2705	The idea of doubling the width of the road - albeit in some areas and not the total length - to 16.8m or 55ft 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 of priorities only to let corridors become the sole and primary concern	Please see the NTA's response to Issue 9 in this report
NTA-C9-2705	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 a balance	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2705	<p>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.</p> <p>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>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2705	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 in those houses are then brought much nearer to a traffic environment (with an increase in volume and noise)	Please see the NTA's response to Issue 6 in this report
NTA-C9-2705	I note on one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually Browningstown, between Browningstown East and Browningstown West. It is unclear as to whether those bus stops are relics of a former era for a 7a bus route or if there is some idea to bring buses along Eglantine to Browningstown and thence down into Hettyfield or to direct further towards Ballinlough direction. This is unclear - and it is not reassuring that there could be misuse of Eglantine on a road name, which happens to be Hettyfield.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2705	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 .	Please see the NTA's response to Issue 1 in this report
NTA-C9-2705	There is no indication of a comprehensive traffic survey having been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2706	<p>I am in shock on hearing that there is a proposal to dismantle much of the Douglas Road to provide for buses, taxis, cyclists and pedestrians. Obviously whoever came up with such a plan doesn't live on the road or indeed in Cork. Otherwise they would know the lovely area that is our road with its magnificent trees, gardens and beautiful residences.</p> <p>What is wrong with the fine footpath outside our boundary wall? There is also a cycle lane and as far as I am concerned the buses have absolutely no problem travelling along the Douglas Road. As fast as they travel does it mean ye want to make them travel faster?</p> <p>Why are ye creating so much upset to this lovely community, many of whom are elderly and have invested in their homes and gardens and protected them with lovely native limestone walls.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2706	We have magnificent mature trees all along the Douglas Road - many between 80 and over 100 years old.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2706	Objection to removal of limestone walls, that are so aesthetically pleasing, and providing security to people and property will be knocked and rebuilt in a new position into the gardens.	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-2707	Access and egress issues on entering and exiting our homes due to proposed removal of all street parking.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2707	People in Ballinlough area will either have to walk to either Douglas or Boreenmanna road to access bus routes. Why not operate a bus hopper system which is smaller in size, able to use the current road system without much major expense and disruption. People will avail of this system quicker and in volume compared to currently near empty buses during off peak periods.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2707	Your plan to reduce road traffic from the Douglas Road and filter it through the other routes via Ballinlough and onto the Boreenmanna Roads is illogical and very poor planning	Please see the NTA's response to Issue 4 in this report
NTA-C9-2707	The personal impact on property - drainage, subsidence, devaluation, loss of outdoor space, trees and pathways and local businesses.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2707	The noise pollution on Doulgas and Boreenmanna road is unacceptable	Please see the NTA's response to Issue 3 in this report
NTA-C9-2707	Currently a lot of people are feeling stress and strain over these proposed plans for the area, which added to post Covid and European turmoil is very unnecessary. CPO, uprooting residential community and neighbourhoods will lead to a loneliness adn possible early demise of some residents.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2707	Families will be unable to visit their loved ones which will lead to isolation, mental issues and the loss of a great community spirit. (Ballinlough has a wide spectrum of ages which need to be taken into account). House repairs, deliveries, refuse bins collections, home help, meals on wheels, and other services will be greatly impacted due to no parking outside one's own house.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 2 in this report.
NTA-C9-2707	Object to removal of 1000 trees some of which are very mature and have been there a very long time	Please see the NTA's response to Issue 4 in this report
NTA-C9-2707	Have you engaged with Cork City Council management, traffic and engineering depts. and their inputs as well as they will have to future manage the area, when you are long gone from Cork	Please see the NTA's response to Issue 1 in this report
NTA-C9-2707	During rainfall on the Douglas Road and areas off it, there is always excess water on the road where there is currently a lack of drainage and you are proposing to enlarge the road with more concrete and remove the natural terrain which acts as a soakage barrier. Water will run down this road both ways into Douglas Village and into the city which as you know is built on marsh and is subject to high tides.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2707	The area is built on market garden lands which is soft and where subsidence in some areas of Ballinlough is already evident	Please see the NTA's response to Issue 7 in this report
NTA-C9-2707	The speed at which these buses travel on both the Douglas and Boreenmanna Road is very unacceptable	Please see the NTA's response to Issue 2 in this report
NTA-C9-2707	Have you considered the safety issues around the various schools in Ballinlough for school children to be able to walk or be driven to school even on bad days, as you propose to eliminate street parking	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2707	I believe that the survey reports done by Barry Transport on your behalf were done in haste and not fully thought out or validated. Have you undertaken an environmental and geological impact reporting system on the proposed areas in which you wish to remove 1000 trees	Please see the NTA's response to Issue 1 in this report
NTA-C9-2708	Diverting traffic from the Douglas Road and up Bellair estate for people going to town it's going to cause a massive build up in Wallaces Ave, Bernadette Way, Castlegreine Park making them into a rat run. as a result morning traffic heading to the South Link will be 10 times worse than it is now. Also take into consideration people trying to access Our Lady of Lourdes school 3 times a day for drop offs and collections	Please see the NTA's response to Issue 2 in this report
NTA-C9-2708	Diverting traffic from the Douglas Road and up Bellair estate for people going to town is going to cause chaos with parking from the removal of parking spaces on the Ballinlough Road. This is going to have a huge impact on residents who are already scrambling for parking as a result morning traffic heading to the South Link will be 10 times worse than it is now.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2708	The plan to remove 60 trees on the Borenmanna road will impact climate change and add noise and air pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-2709	At present significant traffic congestion issues arise in Douglas Village. The Proposals by the NT A do not address these issues. The proposals will cause traffic to divert and create traffic congestion in Belair Estate, High Street, Ballinglough Road, Wallaces Avenue, Cross Douglas Road and South Douglas Road. South Douglas Road in particular may become primary route to the city centre for vehicular traffic. Concern for excessive and unsafe new traffic levels in Cross Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2709	Houses bought and granted planning permission onto Riverbank Road had the benefit and certain knowledge that it was a cul de sac and not a through road. Riverbank road was constructed over 100 years ago as a cul de sac. Legitimate expectation of the owners of houses in Riverbank that it would remain a cul de sac. Proposed increase in cyclists/pedestrian through traffic does not seem feasible on the existing narrow Riverbank Road. This road is not capable of providing a safe, healthy and means of use as a cycle track, footpath, vehicle carriage-way and pedestrian way. The quiet cycle lane cannot be confined to only cyclists. Exit onto Douglas Road is presently difficult for vehicles. Proposals by BusConnects does not solve or propose any ameliorating changes to assist with the cyclists, pedestrians, and vehicular exit from Riverbank Road onto Douglas Road. Sight lines at the exit from Riverbank Road to Douglas Road are restricted by pillars and columns on the flyover and by retaining wall of property. The narrowest point is three meters wide. At present this is not capable of the present traffic. The creation of a through thoroughfare for pedestrians and cyclists will add to anti-social behaviour with no prospect of residents being capable of preventing anti-social behaviour or confronting anti-social behaviour without the risk to and for their physical and mental safety	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2709	<p>Improvements in bus journey times and safer cycle routes are commendable however the difficulty as identified in the NT A's own documents show that Cork City is an ancient city with narrow roads, seven hills some very severe and difficult for ordinary cyclists to use. Cork City and County future traffic flows have not been taken into account or analysed in advance of proposed expenditure of €600 million by NT A or Bus Connects Cork. The proposals seem to be premature on the basis that no overall studies have been undertaken in regard to traffic uses for the Greater Cork Area in the future. No timespan has been indicated by the NT A and the benefits for future generations of users. No analysis of future use of present retail centres in Douglas Village, existing retail centres (three in total) used by greater catchment area outside of Douglas/Maryborough continue to exert traffic pressure on Douglas Village itself</p> <p>The impact of these proposals are feared will not provide the long-term benefits as set out by the NT A for the community. Long term analysis of the proposal has not been undertaken or evidence of same provided to the parties affected.</p> <p>The Preferred routes are premature without adequate information being provided to enable adequate consideration of them and the ability to enter into knowledgeable consultation with the NTA.</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2709	<p>Stress and health issues created by these proposals particularly with the elderly, parents of young children and disabled groups</p>	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-2709	<p>The proposal to introduce a through road for a quiet cycle lane will also provide a pedestrian access for all to use. This increase in use of the Road by pedestrians and cyclists will increase the safety risk.</p> <p>Existing anti-social behaviour not capable of being monitored by residents or the Gardai. Drinking and use of a part of the road as a public lavatory currently an issue. The creation of a through thoroughfare for pedestrians and cyclists will add to anti- social behaviour with no prospect of residents being capable of preventing anti-social behaviour or confronting anti-social behaviour without the risk to and for their physical and mental safety. The proposals will give night time revellers a through pedestrian route with the attendant noise, safety, security and risk of damage to private property.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2709	<p>Preferred quiet cycle route chosen without proper analysis of the consequences and benefits. No independent studies provided by consultants on behalf of NTA. No alternatives or choices have been put forward or appear to have been considered.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-2710	<p>I am a bus user, buses are every 15 minutes so I see no need for more bus lanes</p>	<p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2710	<p>Loss of on site parking for residents on Douglas Road</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2710	<p>The Douglas Road will end up a concrete jungle due to loss of 400 trees and walls</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2710	<p>Old people and children will not be able to cross the road</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2710	<p>Private property loss for residents on Douglas Road</p>	<p>Please see the NTA's response to Issue 6 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2710	The extra traffic will cause subsidence in the houses on Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2711	This traffic chaos will be caused by the diversion of traffic from the Douglas road. Aswell the road will become very unsafe for residents.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2711	This will a loss to the character and heritage of historic walls and entrances.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2711	Some of are neighbours will lose part of their property because of this plan.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2711	loss of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-2712	It would become difficult to leave and enter my home on Douglas Road with the added lanes	Please see the NTA's response to Issue 2 in this report
NTA-C9-2712	A one way loop on Douglas and South Douglas Road would be a cost saving solution	Please see the NTA's response to Issue 12 in this report
NTA-C9-2712	The traffic diversions that are planned make no sense at all, such as traffic going up through Bellair and down Wallaces Avenue is ludicrous, it would be very difficult to drive Parents will no longer be able to drop kids to school Traffic will go to side roads and parks	Please see the NTA's response to Issue 2 in this report
NTA-C9-2712	The proposals will increase noise and air pollution on Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2712	My property on the Douglas Road would be devalued	Please see the NTA's response to Issue 7 in this report
NTA-C9-2712	Disruption of the propoals is stressful as there will be a loss of trees on Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2712	Letters were only sent to CPO, others heard through word of mouth and the very short deadline is unsatisfactory	Please see the NTA's response to Issue 11 in this report
NTA-C9-2712	Subsidence on Douglas Road is a problem, if construction goes ahead it would be impossible for myself and others to isnure our properties	Please see the NTA's response to Issue 7 in this report
NTA-C9-2713	If this proposal was to go ahead my journey time would increase, and I would end up burning even more car fuel, as I would have to travel a much more convoluted route and end up in traffic snarls that your proposal WILL create, as a result of the traffic flow, bus corridors and toucan crossings you are proposing. There are traffic delay issues in the village at peak times, due to the layout and traffic flow systems so you should assess that first	Please see the NTA's response to Issue 2 in this report
NTA-C9-2713	If this ludicrous proposal was to go ahead, it will have a significant impact on my health and wellbeing for the duration ofthe construction, due to the noise pollution arising from heavy machinery. Such lengthy and wasteful construction would also impact the access to my home, making it unsafe to enter or egress, by foot or by car.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C9-2713	<p>I get to enjoy such the immense levels of mature trees and flora as I walk on Douglas Road.</p> <p>Trees, which not only contribute to my personal wellbeing but also to my general health, as these very trees remove carbon dioxide from the atmosphere and reduce the greenhouse gas effect, all the while contributing to the provision of clean air for me to breathe.</p> <p>My understanding from an expert survey is that it will be closer to 190 trees, not 87 trees as *per the proposals</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2713	<p>I am appalled that I received absolutely no official notice of such a proposal, even though it will have major disruptive consequences for me and an adverse effect on the structure and value of my residence should the proposal go ahead. The way in which the NTA has handled this so called 'consultation process' is an absolute scandal.</p> <p>Issuing booklets (that must have cost a fortune to us taxpayers), and which are at times difficult to decipher, suggests to me that you are further down the planning process than you are admitting, and has created a sense of distrust.</p> <p>The so called, public meeting in July at Nemo Rangers, was also a disgrace, the signal for the display screen kept breaking down resulting in the loss of visuals while I was trying to point out my concerns and get answers.</p> <p>There is a suggestion that you will only publish submissions that have been submitted online, suggesting to me that you will invoke selective hearing rather than facilitating free voice</p> <p>How do we know that you will even read postal submissions, back again to lack of trust.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-2713	<p>My huge concern is that this 'wasteful and obnoxious proposal' will have very serious implications on the foundations and structure of my house. Who will cover any arising costs?</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-2714	<p>Alternative routes from Douglas Road, such as the South Ring Road should be considered as perfectly adequate alternatives to supplement the public transport needs of this part of Cork</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2714	<p>Businesses all along the Douglas Road which are currently dependent on through traffic cannot be accessed by non-resident vehicles under the current plan. What is to happen to those businesses and how are they to be accessed by their clients and customers going forward?</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2714	<p>Further, the effect of the "Bus Gates" at the fly-over by the Well Road and at Bellair will be to cause traffic chaos to the routes which currently feed into the Douglas Road</p> <p>As residents of the Douglas Road, I understand we will be entitled to drive up and down the road but once we leave the road, how are we to get back to our homes? How is the passage of "resident traffic" versus "non-resident" traffic to be managed?</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2714	<p>Widening the Road outside our home will require additional and brighter lighting to cater for the wider road and the higher volume of traffic.</p> <p>This will destroy the character of the Douglas Road and will greatly impact on our use of the front of our home.</p> <p>To destroy this Road will seriously damage the character of this suburb and will take from the soul of Douglas.</p> <p>I understand that historic stone wall boundaries will be removed from gardens. I understand that there are approximately 50 recorded structures on the National Monuments Archive along the Douglas Road.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2714	Increase in bus traffic will certainly lead to a problem with noise and air pollution for Douglas Road	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2714	I am very concerned for the impact of the required construction works on the Road and the length of time during which those works would have to be carried out. This will significantly hinder our ability to use and enjoy our home and will, in all likelihood lead to collateral damage to properties all along the Road during and after the construction process.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2714	The development plan proposes to remove that greenbelt in front of the estate known as Reeveswood entirely to allow for the widening of the Road. The green belt current provides a safe space for pedestrians to walk, for buggies to pass and for children to step away from the traffic. The removal of the greenbelt will also impact on our use and enjoyment of our home by converting this green space into a concrete route	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2714	The proposed changes will also, without doubt, have an impact of the values of properties along the Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2714	The large mature trees which we enjoy along the Douglas Road form an innate part of the character and identity of the Douglas Road. They provide homes to all kinds of wildlife. I am very concerned at the proposal to remove trees along the road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2714	Widening the Road outside our home will require additional and brighter lighting to cater for the wider road and the higher volume of traffic, this will also impact on our privacy on Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-2714	I did not become aware of these plans due to a public information campaign or from information about the plans being sent to my home by the National Transport Authority the public information campaign in relation to these extensive works has been totally inadequate a more inclusive and robust information-sharing and public consultation process must be conducted.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2714	I am concerned about the risk to my property of subsidence which might arise for these enormous work	Please see the NTA's response to Issue 7 in this report
NTA-C9-2714	Has any appropriate assessment or survey been carried out to assess the need for increased bus numbers and passenger capacity to move through the Mary borough to Cork City route? If not, I would respectfully submit that this should be done as a matter of urgency.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2715	The South Douglas Road has major traffic jams during school terms at both morning opening and afternoon closing times of the three schools on the South Douglas Road and the one school on Evergreen Road. The Douglas Road also suffers from traffic jams due to the two schools on the Douglas Road and the one school on Capwell Avenue. The proposal that Douglas Road is closed to general traffic and that there is no access for general traffic from Douglas Road to Capwell Avenue will lead to a major increase to the existing traffic jams on the South Douglas Road at school opening and closing times due to the diverting of traffic from the Douglas Road. The preferred route will also effect accessing parts of Ballinlough and Blackrock as it will lead to longer journeys	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2715	The advertisement for the public meetings in the Examiner where the address for the meeting in Nemo Rangers GAA Club was described as "Mount Vernon Crescent, Ballinlough, Co. Cork".	Please see the NTA's response to Issue 11 in this report
NTA-C9-2716	In this time of global warming and meteorological stress, it makes little sense to undertake a project option that will have a high carbon cost due to road removal and rebuilding. It is also likely that increased motor traffic and speed will follow the widening of the road. The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2716	The BusConnects proposals for Cork have projected physical implementation timeframes of 2 years per stage. Even with significant concurrency between execution of the stage plans, this will cause a lot of disruption in the everyday lives of citizens.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2716	I enjoy walking on the Douglas Road and would hate to see the mature trees removed. The presence of trees, shrubs and other natural entities on the Douglas Road creates an environment for other life forms, supporting insects (including pollinators), birds and mammals and ultimately bolstering human life by trapping carbon and supplying oxygen	Please see the NTA's response to Issue 4 in this report
NTA-C9-2716	I have been unable to find a carbon balance projection for this project anywhere It is unclear whether a cost-benefit analysis of the proposed road modifications has been carried out	Please see the NTA's response to Issue 1 in this report
NTA-C9-2717	The proposed transport corridor particularly in the Douglas area is an act of environmental vandalism	Please see the NTA's response to Issue 4 in this report
NTA-C9-2718	Increased safety risk associated with having to reverse cars out of the property due to reduction in space for turning movements in front of the house and cars entering the property having to cross bus and cycle lanes on Douglas Road	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2718	The introduction of Bus Gates on the Douglas Road will cause severe disruption to local residents, particularly those who live on or adjacent to the road and who rely solely on the Douglas Road to access their property The introduction of Bus Gates will result in increased volumes of traffic diverting through residential areas/housing estates which are also home to a number of primary and secondary schools.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2718	• The proposed scheme will have a significant negative impact on the heritage and character of the Douglas Road area which contains many protected structures and historic stone wall boundaries.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2718	• Increased noise, vibrations, air pollution and light pollution (public lighting) due to proximity of passing vehicles on the Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2718	Maryborough to City STC should not be implemented due to the consequent loss of available off-street parking space on Douglas Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-2718	Devaluation of property due to loss of frontage which is unlikely to be reasonably compensated through the CPO process.	Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2718	Opposed to STC I due to Loss of trees and hedges. The overall route will have a detrimental effect on local biodiversity, particularly with the loss of mature trees and the impact on what is largely a green corridor. It is worth noting that the reports produced to date significantly underestimate the number of trees that would be lost as a result of the scheme.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2718	Maryborough to City STC should not be implemented due to the loss of approximately 50% of the area to the front of the house on Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-2718	Loss of privacy due to proximity of the proposed roadway.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2718	Existing bus journey times for most users are considerably less than what is stated in the reports produced to date which results in the benefits of the route being overstated. there was no prior notification or opportunity to comment on the proposals, before the letter was sent, therefore we were presented with a fait accompli. Consultation took place during the summer period on dates when I and many others were likely to be on holidays. The date for return of submissions was only extended following representations from local Elected Representatives, again highlighting the deficiencies in the stakeholder engagement process.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2718	Maryborough to City STC should not be implemented due to Increased risk of subsidence which is prevalent in the area. The proposed option will significantly increase the paved surface area causing increased surface water run-off which goes against the principle of Sustainable Urban Drainage (SUDS).	Please see the NTA's response to Issue 7 in this report
NTA-C9-2718	The introduction of Bus Gates will result in increased volumes of traffic diverting through residential areas/housing estates and this will cause a significant risk to residents and school children, many of whom walk to school during peak traffic hours.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2718	there has been no traffic surveys or traffic impact assessments conducted to date to feed into the assessment of route options.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2719	The plan as proposed is giving rise to loss of parking, and the quality of life of all the residents.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2719	Douglas road, one of the last green urban landscapes will be destroyed by your proposals, and this will lead to significant devaluation of all the properties on the "route".	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-2719	I am objecting to your proposed road widening of the road from Maryborough to the City via the Douglas Rd as the Route as identified involves the loss of many mature trees, much more than specified by your document.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2719	The plan as proposed is giving rise to loss of people's property and the quality of life of all the residents.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2719	I am objecting to your proposed road widening of the road from Maryborough to the City via the Douglas Rd as You will increase the given risk of subsidence in the area, resulting to damage to property and loss of future insurance cover.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2720	Increased safety risk associated with having to reverse cars out of the property due to reduction in space for turning movements in front of the house and cars entering the property having to cross bus and cycle lanes on Douglas Road	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2720	The introduction of Bus Gates on the Douglas Road will cause severe disruption to local residents, particularly those who live on or adjacent to the road and who rely solely on the Douglas Road to access their property The introduction of Bus Gates will result in increased volumes of traffic diverting through residential areas/housing estates which are also home to a number of primary and secondary schools.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2720	• The proposed scheme will have a significant negative impact on the heritage and character of the Douglas Road area which contains many protected structures and historic stone wall boundaries.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2720	Increased noise, vibrations, air pollution and light pollution (public lighting) due to proximity of passing vehicles on the Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2720	Maryborough to City STC should not be implemented due to the consequent loss of available off-street parking space on Douglas Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-2720	Devaluation of property due to loss of frontage which is unlikely to be reasonably compensated through the CPO process.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-2720	Opposed to STC I due to Loss of trees and hedges. The overall route will have a detrimental effect on local biodiversity, particularly with the loss of mature trees and the impact on what is largely a green corridor. It is worth noting that the reports produced to date significantly underestimate the number of trees that would be lost as a result of the scheme.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2720	Maryborough to City STC should not be implemented due to the loss of approximately 50% of the area to the front of the house on Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-2720	Loss of privacy due to proximity of the proposed roadway on the Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-2720	Existing bus journey times for most users are considerably less than what is stated in the reports produced to date which results in the benefits of the route being overstated. there was no prior notification or opportunity to comment on the proposals, before the letter was sent, therefore we were presented with a fait accompli. Consultation took place during the summer period on dates when I and many others were likely to be on holidays. The date for return of submissions was only extended following representations from local Elected Representatives, again highlighting the deficiencies in the stakeholder engagement process.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2720	Maryborough to City STC should not be implemented due to Increased risk of subsidence which is prevalent in the area. The proposed option will significantly increase the paved surface area causing increased surface water run-off which goes against the principle of Sustainable Urban Drainage (SUDS).	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2720	The introduction of Bus Gates will result in increased volumes of traffic diverting through residential areas/housing estates and this will cause a significant risk to residents and school children, many of whom walk to school during peak traffic hours.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2720	there has been no traffic surveys or traffic impact assessments conducted to date to feed into the assessment of route options.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2721	The Douglas road has become much quieter since Covid and has a lot less traffic on it	Please see the NTA's response to Issue 2 in this report
NTA-C9-2721	The residential and historic character of the Douglas Road and historic walls will be destroyed	Please see the NTA's response to Issue 4 in this report
NTA-C9-2721	These proposals will devalue property on Douglas Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2721	Trees on the Douglas Road will be destroyed	Please see the NTA's response to Issue 4 in this report
NTA-C9-2722	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2722	• The removal of the existing bus stop between Baltimore Lawn and Whitethorn will discourage bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2722	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre The proposed Bus Gate at the South Ring Road/Douglas Road junction will be a great inconvenience	Please see the NTA's response to Issue 2 in this report
NTA-C9-2722	Increases in road traffic will lead to corresponding deterioration in noise and pollution levels	Please see the NTA's response to Issue 3 in this report
NTA-C9-2722	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lawn.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2722	I enjoy walking on the Douglas Road and would hate to see the mature trees removed, as trees support positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2722	crossing the newly-widened Douglas road will be difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2723	Alternative routes from Douglas Road, such as the South Ring Road should be considered as perfectly adequate alternatives to supplement the public transport needs of this part of Cork	Please see the NTA's response to Issue 2 in this report
NTA-C9-2723	businesses all along the Douglas Road which are currently dependent on through traffic cannot be accessed by non-resident vehicles under the current plan. What is to happen to those businesses and how are they to be accessed by their clients and customers going forward?	Please see the NTA's response to Issue 2 in this report
NTA-C9-2723	Further, the effect of the "Bus Gates" at the fly-over by the Well Road and at Bellair will be to cause traffic chaos to the routes which currently feed into the Douglas Road As residents of the Douglas Road, I understand we will be entitled to drive up and down the road but once we leave the road, how are we to get back to our homes? How is the passage of "resident traffic" versus "non-resident" traffic to be managed?	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2723	<p>Widening the Road outside our home will require additional and brighter lighting to cater for the wider road and the higher volume of traffic.</p> <p>This will destroy the character of the Douglas Road and will greatly impact on our use of the front of our home.</p> <p>To destroy this Road will seriously damage the character of this suburb and will take from the soul of Douglas.</p> <p>I understand that historic stone wall boundaries will be removed from gardens. I understand that there are approximately 50 recorded structures on the National Monuments Archive along the Douglas Road.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2723	<p>Increase in bus traffic will certainly lead to a problem with noise and air pollution for Douglas Road</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2723	<p>I am very concerned for the impact of the required construction works on the Road and the length of time during which those works would have to be carried out.</p> <p>This will significantly hinder our ability to use and enjoy our home and will, in all likelihood lead to collateral damage to properties all along the Road during and after the construction process.</p>	<p>Please see the NTA's response to Issue 8 in this report</p>
NTA-C9-2723	<p>The development plan proposes to remove that greenbelt in front of the estate known as Reeveswood entirely to allow for the widening of the Road.</p> <p>The green belt current provides a safe space for pedestrians to walk, for buggies to pass and for children to step away from the traffic.</p> <p>The removal of the greenbelt will also impact on our use and enjoyment of our home by converting this green space into a concrete route</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2723	<p>The proposed changes will also, without doubt, have an impact of the values of properties along the Douglas Road</p>	<p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-2723	<p>The large mature trees which we enjoy along the Douglas Road form an innate part of the character and identity of the Douglas Road.</p> <p>They provide homes to all kinds of wildlife.</p> <p>I am very concerned at the proposal to remove trees along the road</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2723	<p>Widening the Road outside our home will require additional and brighter lighting to cater for the wider road and the higher volume of traffic, this will also impact on our privacy on Douglas Road</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2723	<p>I did not become aware of these plans due to a public information campaign or from information about the plans being sent to my home by the National Transport Authority</p> <p>the public information campaign in relation to these extensive works has been totally inadequate</p> <p>a more inclusive and robust information-sharing and public consultation process must be conducted.</p>	<p>Please see the NTA's response to Issue 11 in this report</p>
NTA-C9-2723	<p>I am concerned about the risk to my property of subsidence which might arise for these enormous work</p>	<p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-2723	<p>Has any appropriate assessment or survey been carried out to assess the need for increased bus numbers and passenger capacity to move through the Mary borough to Cork City route?</p> <p>If not, I would respectfully submit that this should be done as a matter of urgency.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-2724	<p>There are two parallel roads from Douglas Village to the City and two sides to each road.</p> <p>Please make use of these roads in a fair way, rather than putting the entire burden of road widening, for the Douglas Village end of Douglas Road, on my garden alone.</p>	<p>Please see the NTA's response to Issue 4 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2724	<p>If the trees which I planted c.20 years ago on Douglas Road are destroyed by Busconnects I will not see any comparable replacement in my lifetime</p>	<p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2724	my home and garden with a line drawn through it from back to front, indicating a significant portion of my back, side and front garden would be removed by Compulsory Purchase Order by NTA This was despite the fact that taking back gardens is not mentioned in the Busconnects brochure which only refers to front gardens.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2724	I have tended my garden and successfully grown many trees, for many reasons, both environmental and personal, and to provide privacy from the passengers on the passing double decker buses. At present my kitchen window is 7.2 metres of garden from the boundary wall with the road. Busconnects has informed me it will take 5.6 metres of this garden, leaving my kitchen window only 1.6 metres from the boundary wall and the passing double decker buses.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2725	you are proposing to add to the ever increasing mess by destroying the Douglas Road. The trees and beautiful stone walls are things of beauty, something that is becoming very rare in this city	Please see the NTA's response to Issue 4 in this report
NTA-C9-2725	With regard to schools - no mother is ever going to send her young children to school on a public bus - it's just not safe and as the children move up the classes, their school bags become heavier with the weight of their books so they have to be driven.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2725	Safety concerns regarding the Cross Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2726	The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point making access for residents extremely difficult	Please see the NTA's response to Issue 2 in this report
NTA-C9-2726	More time and attention HAS TO BE given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2726	a significant number of the residents in the greater area are in the older age groups or are families with small children, walking an additional 600 metres to get a bus under the new system is not one that makes it easy for people to avoid car travel in favour of taking buses.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2726	a significant number of the residents in the greater area are in the older age groups or are families with small children, walking an additional 600 metres to get a bus under the new system is not one that makes it easy for people to avoid car travel in favour of taking buses.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2726	If traffic coming from the Maryborough direction and intending to travel towards city centre, cannot proceed down the Douglas road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield This road has already become a minor rat run and a sometime congested road thanks to the changes already made, ones which prevent cars coming down Well Road from Mahon direction from being allowed to turn right on to the main Douglas Road With all the additional traffic on the Well Road, it will be well-nigh impossible to drive out from Hettyfield on to the Well Road. That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine and Hettyfield has already been changed from a quiet residential road to a busy thoroughfare Traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road and will be routed on to the Well Road The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point	Please see the NTA's response to Issue 2 in this report
NTA-C9-2726	he proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan - this show a gross disregard for the locally-informed and well-researched schemes that already exist	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-2726	The chosen route seriously impacts on biodiversity-that alone should cause you to press the pause button and rethink.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2726	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to insurrection and would do so at an early stage.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2726	The ideas for the junction at Bellair appear truly extraordinary. The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point-making it impossible for any parking	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2726	The idea of doubling the width of the road-albeit only in some areas and not over the total length-to 16.8m is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list of priorities	Please see the NTA's response to Issue 9 in this report
NTA-C9-2726	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace them, in number but not in location, it would appear that the location of some existing trees contribute not just to the environment but to the visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2726	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to achieve such road widening.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2726	On one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually in Browningstown, between Browningstown East and Browningstown West It is unclear as to whether those bus stops are the relics of a map dating from a former era or if there is some idea to bring buses along Eglantine to Browningstown or there could be misuse of Eglantine on a road name. the many maps provided are less than clear in places and do not seem to show newly built houses.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2726	I am very much in favour of improving public transport, very much in favour of cycle lanes that are fit for purpose and not just window-dressing, I am delighted to have improvements in footpaths.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2726	There is no indication of a comprehensive traffic survey having been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2727	I anticipate difficulty entering and leaving Baltimore lawn, due to the increased width of the road and the introduction of new cycle and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2727	• The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2727	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2727	Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2727	<ul style="list-style-type: none"> The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lawn. 	Please see the NTA's response to Issue 5 in this report
NTA-C9-2727	I enjoy walking on the Douglas Road and would hate to see the mature trees and attractive stone walls removed. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2727	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2728	Promotion of cycling and increased use of public transport may be praiseworthy but it does not suit everyone - older people, those with limited mobility, families with very young children etc.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2728	The proposals do not include anything about improving bus services which remain inadequate. Without any prior infrastructure improvement bus services could be much improved. buses tend to arrive at the same time and converge together on streets such as the Grand Parade leading to traffic jams and hold-ups at bus stops and I frequently see pairs of sparsely occupied Number 220 buses tailgating each other at speed on Douglas Road.	Please see the NTA's response to Issue 10 in this report A key aim of this scheme is to provide infrastructure that will allow the buses to run reliably and quickly. By having separate bus infrastructure buses will be caught less in traffic queues which will increase reliability.
NTA-C9-2728	The proposals do not include anything about improving bus services which remain inadequate. Without any prior infrastructure improvement bus services could be much improved. buses tend to arrive at the same time and converge together on streets such as the Grand Parade leading to traffic jams and hold-ups at bus stops and I frequently see pairs of sparsely occupied Number 220 buses tailgating each other at speed on Douglas Road.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2728	To divert through traffic off the Douglas Road on to Clermont Avenue is totally unsafe and unacceptable. To redirect vehicles on to the N27 and N40 will cause severe congestion there and lead to more traffic hazards and surely goes against the design and concept of a Ring Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2728	These measures would greatly damage the character and nature of our suburb, cutting swathes through our neighbourhood for the provision of a bus highway	Please see the NTA's response to Issue 4 in this report
NTA-C9-2728	The proposed destruction of mature trees is environmental vandalism in view of the important role they play in alleviating air pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2728	Traffic volumes vary with the time of day and the time of the week, so the provision of public transport and of school buses during periods of peak demand together with the imposition of a congestion charge on private cars would seem appropriate There is a problem with traffic congestion in Douglas at certain predictable times on weekdays. This could be greatly alleviated by the provision of Dedicated School Transport.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2728	Another measure which would relieve congestion would be a realignment of the footpath outside Douglas Village Shopping Centre and a widening of the junction.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2729	The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point making access for residents extremely difficult	Please see the NTA's response to Issue 2 in this report
NTA-C9-2729	More time and attention HAS TO BE given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2729	a significant number of the residents in the greater area are in the older age groups or are families with small children, walking an additional 600 metres to get a bus under the new system is not one that makes it easy for people to avoid car travel in favour of taking buses.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2729	If traffic coming from the Maryborough direction and intending to travel towards city centre, cannot proceed down the Douglas road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield This road has already become a minor rat run and a sometime congested road thanks to the changes already made, ones which prevent cars coming down Well Road from Mahon direction from being allowed to turn right on to the main Douglas Road With all the additional traffic on the Well Road, it will be well-nigh impossible to drive out from Hettyfield on to the Well Road. That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine and Hettyfield has already been changed from a quiet residential road to a busy thoroughfare Traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road and will be routed on to the Well Road The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point	Please see the NTA's response to Issue 2 in this report
NTA-C9-2729	The proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan - this show a gross disregard for the locally-informed and well-researched schemes that already exist	Please see the NTA's response to Issue 1 in this report
NTA-C9-2729	The chosen route seriously impacts on biodiversity-that alone should cause you to press the pause button and rethink.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2729	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to public revolt!	Please see the NTA's response to Issue 8 in this report
NTA-C9-2729	The ideas for the junction at Bellair appear truly extraordinary. The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point-making it impossible for any parking	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2729	The idea of doubling the width of the road-albeit only in some areas and not over the total length-to 16.8m is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list of priorities	Please see the NTA's response to Issue 9 in this report
NTA-C9-2729	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace them, in number but not in location, it would appear that the location of some existing trees contribute not just to the environment but to the visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2729	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to achieve such road widening.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2729	On one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually in Browningstown, between Browningstown East and Browningstown West It is unclear as to whether those bus stops are the relics of a map dating from a former era or if there is some idea to bring buses along Eglantine to Browningstown or there could be misuse of Eglantine on a road name. the many maps provided are less than clear in places and do not seem to show newly built houses.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2729	I am very much in favour of improving public transport, very much in favour of cycle lanes that are fit for purpose and not just window-dressing, I am delighted to have improvements in footpaths.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2729	There is no indication of a comprehensive traffic survey having been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2730	The removal of trees and boundary walls will greatly affect my enjoyment of the current local environment and increased noise and air pollution is an inevitable consequence of the proposals.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2730	The proposals will give rise to a devaluation of my property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2730	Our property is located in a high risk for subsidence. Proposals will increase this risk.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2731	I believe you are obliged to implement cheaper and greener alternatives that will not have the significant impact on the environment that has been identified by you on your plan.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2731	Widening Douglas Road will impact in loss of parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2731	Proposals will impact on quality of life of all residents of Douglas.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2731	This road, one of the last green urban landscapes will be destroyed by your proposals, and this will lead to significant devaluation of all the properties on the "route".	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-2731	Route as identified involves the loss of many mature trees, much more than specified by your document.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2731	I understand no alternative measures have been addressed, other than 18 metres wide motorway, giving rise to loss of people's property.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2731	You will increase the given risk of subsidence in the area, resulting to damage to property and loss of future insurance cover.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2732	Proposal disregard the heritage of the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2732	The existing residential area will have a detrimental impact on the people living on the Douglas Road. The noise pollution will change people's lives in a negative way.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2732	This proposal will devalue our properties along the Douglas Road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2732	Loss of privacy will change people's lives in a negative way.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2732	NTA should provide proper notice to the public information as to the extent of the work involved.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2732	Traffic that travels from Douglas to the city centre has not been taking into consideration. Traffic will have to go through residential parks this will increase considerably and safety concerns of children travelling to/from school.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2732	Proposal appears to be no regard for the safety of pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2733	Some of the traffic diversions make no sense. Divert traffic of Belair and down Wallace's Avenue would be an absolute nightmare.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2733	The traffic jam to various schools in the area is considerable and if the parents who drop their kids to school will no longer be able to do this, all the traffic will be diverted side roads.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2733	These changes will destroy this historic road and they are unnecessary.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2733	This plan is contrary to Cork City Cycling plan, CMAT and DLUTS plan, and this is the most expensive one. This is a huge waste of public funds and I am opposed to the changes that destroy local environment, people's homes and their quality of life.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2733	I am oppose to changes that destroy local environment, people's homes and quality of life. Douglas Road is one of the nicest greenest roads in the city. How anyone could see fit to build through people's properties, destroy trees and create a motorway is beyond comprehension.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2733	Increase noise pollution, light pollution via loss of mature trees and air pollution less of biodiversity.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2733	The effect that this will have on my health and wellbeing if this disruption goes ahead will be detrimental for me and my family.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2733	The disruption that major construction process will be very stressful for all residents and road users.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2733	Widening roads and buses bus running 24/7 will devalue properties.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2733	There are much cheaper and greener alternatives to improve bus transport that do not involve road widening or tree loss.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2733	Letters were only sent to potential CPO's and all other residents only heard about the plans from neighbours. As this happened in the summer it left short time for submissions.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2733	Subsidence in this area is a problem and if this construction were to go ahead I would be very concerned.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2733	To enter and exit my home would become a safety issue.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2734	We need a bus on Ballinlough Road. No cars on Douglas Road seems ridiculous.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2735	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2735	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2735	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2735	Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2735	I enjoy walking on the Douglas Road and would hate to see the mature trees and attractive stone walls removed. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2735	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lawn.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2735	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2736	The removal of trees and boundary walls will greatly affect my enjoyment of the current local environment and increased noise and air pollution is an inevitable consequence of the proposals.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2736	The proposals will give rise to a devaluation of my property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2736	Our property is located in a high risk for subsidence. Proposals will increase this risk.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2737	I am opposed to changes on the Douglas Road because of the loss of mature trees and old stone walls in the area and the effect on the road becoming a motorway. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes in the city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2737	There are much cheaper and greener alternatives to improve bus transport that not involve road widening or tree loss on the road.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2738	No thought has been given to the junction of the Boreenmanna Road and the South Link Road, a place where there is a problem with traffic from approximately 8.15 am to about 9.05 am. Motorists are possibly delayed by approximately 10 minutes driving from the Boreenmanna Road onto the Link Road, due to the fact that the link Road is backed up into the city. The NTA gave no information on how to solve this. Again, no proposals were put forward to solve congestion problems at Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2738	Removal of mature trees from the Boreenmanna Road, removal of residents' gardens and destruction of a picturesque road where there is no build up of traffic except for relatively short times in the mornings between 8 and 9 am. This build up is caused by congestion on the main South Link Road at peak traffic times, so the South Link Road is the real issue here.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2738	Parking in Bernadette Way, Castlegreina Park and Marble Hall Park will increase enormously as a result of proposals and the proposal for Bel Air, which is linked to the Douglas Road being made one way.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2738	The proposals in my opinion do nothing to solve traffic problems and show a complete disregard for residents living in these areas. The proposals should be totally rejected.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2738	Obviously this scheme was designed from maps and no on the ground traffic surveys were carried out. It is in my opinion lacking knowledge of traffic flows on the Ballinlough Road, Boreenmanna Road and Douglas Road areas and it looks like something that was dreamed up by the NTA, totally lacking in common sense and local traffic knowledge.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2739	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle and bus lanes.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 11 in this report
NTA-C9-2739	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2739	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2739	Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2739	I enjoy walking on the Douglas Road and would hate to see the mature trees and attractive stone walls removed. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2739	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lawn.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2739	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2740	Notwithstanding the visual, environmental and personal impact, the heritage of this beautiful leafy road will be decimated - a road which has up to 50 recorded structures on the national monuments archive.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2740	There are any number of alternatives that would not cause such environmental damage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2740	Not to mention the considerable distress that this is causing everyone impacted.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2740	I am vehemently opposed to the current plan as in it's current format as I will lose my parking space.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2740	Significant devaluation of property which was completely renovated and restored in 2018.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2740	I am vehemently opposed to the current plan as in it's current format as I will lose my 90% of my front garden.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2740	I am vehemently opposed to the current plan as in it's current format as I will lose all privacy.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2740	The security of my home is completely eliminated -- the current proposal puts a cycle-lane and footpath inches from my kitchen patio doors.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2741	Entry to all homes on the road will, with this scheme, involve increased risk and danger. We are genuinely concerned about safety as we will need to cross a traffic lane, a bus lane and a cycle lane and 2 metre footpath to enter and exit our homes	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2741	It is unclear as to whether the route overall will improve bus journey times and widening the Douglas Road between Douglas Village and Southern Road will have no impact on journey times as evidenced by current and projected low traffic levels.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2741	Each time there has been an intervention to traffic flow there has been detrimental unforeseen consequences. (E.G. prohibiting right turns onto the Douglas road from the Well Road forced a concerning amount of traffic though the quiet roads of Browningstown and Hettyfield) The proposed busgates and traffic diversions will have a significant impact on our section of this road and will have a significant and detrimental impact on how we would engage in our daily routines.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2741	Noise pollution will increase as a result of the destruction of trees and shrubs. Light pollution and air pollution will also increase for these same reasons.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2741	The proposals to cut down mature trees, removal of historic walls, and the resulting impact on habitats and biodiversity will have a negative impact on our enjoyment of our locality and consequently our health and wellbeing and our sense of place.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2741	As neighbours and members of a community we are very concerned that if the road is widened to up to 16.8 meters it will divide that community feel of our locality where neighbours and children freely cross the road to attend local sports clubs, play and converse. The impact/toll this process has already had on our community is significant. The threat of CPOs, loss of property, loss of parking, loss of trees etc. is weighing heavily on many of us.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2741	Loss of privacy to many homes on the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2741	It is widely acknowledged that narrow carriageways are very effective traffic calming measures. This combined with the sense of place and the intimacy of the Douglas road currently promotes them as pedestrian and cycle friendly routes. Increasing road width is counterintuitive and will only lead to increased road speeds and a reduction in public safety.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2741	We are concerned that an environmental impact study has not been completed on your proposals.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2742	Divert significant traffic through residential areas will affect residents access to properties.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2742	Significant traffic hold-ups occur at drop-off and especially pick-up times, because of large numbers of cars parked in the school vicinities. Perhaps this problem could be addressed by the introduction of a comprehensive, dedicated school bus transport system (as exists in many other European countries). Ideally this would feature off- road loading/un-loading.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2742	These are essentially parallel routes from the South-East to/from the city centre. It is truly incomprehensible to me how this is frequently allowed to happen. A trivial amount of co-ordination and planning could resolve this.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2742	The Douglas and South Douglas roads are two essentially parallel East-West routes. The distance between them is small. If (and this is by means definite) dedicated bus lanes are deemed to be necessary in places, consideration should be given to using one road for westbound buses and the other for eastbound. A similar strategy could be implemented for cycle lanes. In relation to providing cycle lanes for the area, consideration could perhaps also be given to using the Tramore valley park for part of a route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2742	Douglas village itself has already been seriously damaged by some extremely poor, and highly questionable, planning decisions. The current proposal will destroy what is left of the intrinsic nature and heritage of the area. The environmental destruction involved, in terms of removing mature trees and old limestone walls is truly breath-taking. We need to preserve and value the environmental and architectural heritage that we are lucky enough to still have in this city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2742	The overall width that is proposed for much of the Douglas Road is frankly, just ridiculous. Traffic on Douglas is generally quite free-flowing for most of the time.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2742	Waste a large amount of public money unnecessarily.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2742	The utter disaster that is the current traffic management system in Douglas village. Every change implemented seems to make the situation worse rather than better.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2742	Reliable public transport infrastructure needs to be put in place, and walking and cycling facilities need to be much improved. However, what is being proposed here is over-kill on a massive scale The destruction, disruption and costs involved in this proposals are incredibly large.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2742	The environmental destruction involved, in terms of removing mature trees and old limestone walls is truly breath-taking.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2742	Divert significant traffic through residential areas such as Cross Douglas Road, Victoria avenue and other side-roads in the area. This will have a significant adverse effect on residents in terms of noise.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2742	Cause huge disruption and significant inconvenience to large numbers of residents and commuters while works are being carried out.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2742	Divert significant traffic through residential areas will affect on-street parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2742	Divert significant traffic through residential areas will impact on properties value.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2742	I observed recently than when East bound traffic on the South Douglas road by Tesco gets a green light, the signal a short distance ahead immediately changes to red. Thus, only a handful of cars can get past the first light. Invariably some cars move forward into the yellow box junction and then virtual gridlock follows shortly afterwards. I would also suggest that a simple educational campaign in the media regarding the protocol to observe at such junctions would be money well spent.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 11 in this report
NTA-C9-2742	Bus Eireann do not have a good track-record in providing a reliable bus service in the city. 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 bus service needs to be dramatically improved and upgraded before any major engineering works to facilitate bus lanes are even considered.	The works proposed as part of this scheme will improve the reliability of buses as they will be able to avoid getting caught in congestion.
NTA-C9-2742	Divert significant traffic through residential areas will increase noise traffic hazards for children,	Please see the NTA's response to Issue 3 in this report
NTA-C9-2743	The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point making access for residents extremely difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2743	More time and attention HAS TO BE given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2743	A significant number of the residents in the greater area are in the older age groups or are families with small children, walking an additional 600 metres to get a bus under the new system is not one that makes it easy for people to avoid car travel in favour of taking buses.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2743	If traffic coming from the Maryborough direction and intending to travel towards city centre, cannot proceed down the Douglas road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield This road has already become a minor rat run and a sometime congested road thanks to the changes already made, ones which prevent cars coming down Well Road from Mahon direction from being allowed to turn right on to the main Douglas Road With all the additional traffic on the Well Road, it will be well-nigh impossible to drive out from Hettyfield on to the Well Road. That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine and Hettyfield has already been changed from a quiet residential road to a busy thoroughfare Traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road and will be routed on to the Well Road The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2743	The proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan - this show a gross disregard for the locally-informed and well-researched schemes that already exist.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2743	The chosen route seriously impacts on biodiversity-that alone should cause you to press the pause button and rethink.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2743	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to public revolt!	Please see the NTA's response to Issue 8 in this report
NTA-C9-2743	The ideas for the junction at Bellair appear truly extraordinary. The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point-making it impossible for any parking.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2743	The idea of doubling the width of the road-albeit only in some areas and not over the total length-to 16.8m is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list of priorities.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2743	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace them, in number but not in location, it would appear that the location of some existing trees contribute not just to the environment but to the visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2743	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to achieve such road widening.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2743	On one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually in Browningstown, between Browningstown East and Browningstown West It is unclear as to whether those bus stops are the relics of a map dating from a former era or if there is some idea to bring buses along Eglantine to Browningstown or there could be misuse of Eglantine on a road name. the many maps provided are less than clear in places and do not seem to show newly built houses.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-2743	I am very much in favour of improving public transport, very much in favour of cycle lanes that are fit for purpose and not just window-dressing, I am delighted to have improvements in footpaths.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2743	There is no indication of a comprehensive traffic survey having been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2744	I am opposed to the changes on the Douglas Road because of the loss of mature trees and old stone walls in the area. I believe the route chosen has the most negative effect on the local environment and heritage. They will destroy this historic road, which is one of the last green routes to the city.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2744	Project will cause increased noise, air, light (loss of mature trees) etc.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2744	I am opposed to the changes on the Douglas Road because of the loss of mature trees and old stone walls in the area and the effect that will have on my health and wellbeing, as someone who enjoys living in this area, walking on the road, and looking out my window at nature.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2744	Devaluing our homes that we have worked hard for years to pay for.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2744	I am opposed to the changes on the Douglas Road because of the loss of mature trees and old stone walls in the area. There are much cheaper and greener alternatives to improve bus transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2744	If the objective of your plan is less traffic on the roads to accommodate busses, why have you not tried the bus system in UK where there are way more reliable busses coming every 10 mins resulting in people leaving cars at home and trusting the transport system?	A key aim of this scheme is to provide infrastructure that will allow the buses to run reliably and quickly. By having separate bus infrastructure buses will be caught less in traffic queues which will increase reliability.
NTA-C9-2744	Trying to cross the road is extremely difficult and dangerous as it is, this plan increases that risk. Young children trying to cross the road to go to school, local amenities will now be at greater risk of being knocked down.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2744	Trying to drive out of driveway, or the estates along the road is extremely hard now, trying to cross two lanes never mind six!	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2744	Moving the bus stop outside 'White Thorn' park, now means I am again putting myself at risk crossing the road twice to get the bus on the way into town.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2745	The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point making access for residents extremely difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2745	More time and attention HAS TO BE given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2745	A significant number of the residents in the greater area are in the older age groups or are families with small children, walking an additional 600 metres to get a bus under the new system is not one that makes it easy for people to avoid car travel in favour of taking buses.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2745	<p>If traffic coming from the Maryborough direction and intending to travel towards city centre, cannot proceed down the Douglas road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield</p> <p>This road has already become a minor rat run and a sometime congested road thanks to the changes already made, ones which prevent cars coming down Well Road from Mahon direction from being allowed to turn right on to the main Douglas Road</p> <p>With all the additional traffic on the Well Road, it will be well-nigh impossible to drive out from Hettyfield on to the Well Road.</p> <p>That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine and Hettyfield has already been changed from a quiet residential road to a busy thoroughfare</p> <p>Traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road and will be routed on to the Well Road</p> <p>The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2745	The proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan - this show a gross disregard for the locally-informed and well-researched schemes that already exist.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2745	The chosen route seriously impacts on biodiversity-that alone should cause you to press the pause button and rethink.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2745	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to public revolt!	Please see the NTA's response to Issue 8 in this report
NTA-C9-2745	<p>The ideas for the junction at Bellair appear truly extraordinary.</p> <p>The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point-making it impossible for any parking.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2745	The idea of doubling the width of the road-albeit only in some areas and not over the total length-to 16.8m is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list of priorities.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2745	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace them, in number but not in location, it would appear that the location of some existing trees contribute not just to the environment but to the visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2745	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to achieve such road widening.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2745	<p>On one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually in Browningstown, between Browningstown East and Browningstown West</p> <p>It is unclear as to whether those bus stops are the relics of a map dating from a former era or if there is some idea to bring buses along Eglantine to Browningstown or there could be misuse of Eglantine on a road name.</p> <p>the many maps provided are less than clear in places and do not seem to show newly built houses.</p>	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C9-2745	I am very much in favour of improving public transport, very much in favour of cycle lanes that are fit for purpose and not just window-dressing, I am delighted to have improvements in footpaths.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2745	There is no indication of a comprehensive traffic survey having been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2746	I anticipate difficulty entering and leaving Baltimore Lawn, due to the increased width of the road and the introduction of new cycle and bus lanes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2746	The removal of the existing bus stop between Baltimore Lawn and Whitethorn will inconvenience me and discourage me from bus travel.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2746	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2746	Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2746	I enjoy walking on the Douglas Road and would hate to see the mature trees and attractive stone walls removed. It is generally accepted that the presence of trees supports positive mental health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2746	The removal of existing parking facilities from some homes will cause an increase in non-resident parking in Baltimore Lawn.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2746	I will find crossing the newly-widened road difficult and dangerous.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2747	You can see the damage done already on Southen Road of damaged pillar and walls from previous works.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2748	The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point making access for residents extremely difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2748	More time and attention HAS TO BE given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2748	A significant number of the residents in the greater area are in the older age groups or are families with small children, walking an additional 600 metres to get a bus under the new system is not one that makes it easy for people to avoid car travel in favour of taking buses.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C9-2748	<p>If traffic coming from the Maryborough direction and intending to travel towards city centre, cannot proceed down the Douglas road, but is routed through the Well Road, one of the next logical places for such cars to travel would be into Hettyfield</p> <p>This road has already become a minor rat run and a sometime congested road thanks to the changes already made, ones which prevent cars coming down Well Road from Mahon direction from being allowed to turn right on to the main Douglas Road</p> <p>With all the additional traffic on the Well Road, it will be well-nigh impossible to drive out from Hettyfield on to the Well Road.</p> <p>That traffic now turns into Hettyfield to access the main Douglas Road at Eglantine and Hettyfield has already been changed from a quiet residential road to a busy thoroughfare</p> <p>Traffic from the South Link road will no longer be permitted to turn left on to the main Douglas Road and will be routed on to the Well Road</p> <p>The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2748	The proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan - this show a gross disregard for the locally-informed and well-researched schemes that already exist.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2748	The chosen route seriously impacts on biodiversity-that alone should cause you to press the pause button and rethink.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2748	I feel that it is totally unacceptable that any construction works would take two to three years. Such a prolonged period of dirt, noise, inconvenience, would quite reasonably lead to public revolt!	Please see the NTA's response to Issue 8 in this report
NTA-C9-2748	<p>The ideas for the junction at Bellair appear truly extraordinary.</p> <p>The idea that traffic should be funnelled up Bellair and then turn left down Ballinlough Road to town seems to involve major changes to Ballinlough Road at that point-making it impossible for any parking.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2748	The idea of doubling the width of the road-albeit only in some areas and not over the total length-to 16.8m is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list of priorities.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2748	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace them, in number but not in location, it would appear that the location of some existing trees contribute not just to the environment but to the visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2748	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to achieve such road widening.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2748	<p>On one of the maps that two bus stops, one in each direction, are located on what is described as Eglantine on the map but is actually in Browningstown, between Browningstown East and Browningstown West</p> <p>It is unclear as to whether those bus stops are the relics of a map dating from a former era or if there is some idea to bring buses along Eglantine to Browningstown or there could be misuse of Eglantine on a road name.</p> <p>the many maps provided are less than clear in places and do not seem to show newly built houses.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2748	I am very much in favour of improving public transport, very much in favour of cycle lanes that are fit for purpose and not just window-dressing, I am delighted to have improvements in footpaths.	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C9-2748	There is no indication of a comprehensive traffic survey having been carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2750	The chosen route will have a negative effect on the local the environment and heritage	Please see the NTA's response to Issue 4 in this report
NTA-C9-2750	Have you done survey to proof that it takes 30 minutes to get into town from Douglas	Please see the NTA's response to Issue 1 in this report
NTA-C9-2751	increase in road traffic will cause more noise pollution The increased noise and air pollution resulting from this plan will have an impact on human and natural environment.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2751	The removal of parking at people's houses will cause Lots of non-resident parking in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2751	The loss of the trees will have a impact on the health and wellbeing of the residents.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2751	The widening of the new road will become dangerous to cross for residents. Also the increase of road traffic.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2755	Family won't be to visit there loved ones.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2755	Reduced parking for schools or be driven to school on bad days. Parking reduced outside local business.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2755	This plan will have an huge impact on the community of ballinlough	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-2755	This plan will have an impact on the devaluation of people properties.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2755	the loss of1000 mature trees will have an terrible impact on environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2755	The company who did the survey did not think it through.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2760	These quite residential parks are narrow and are not wide enough to cater for parking on both sides.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2760	This situation is not being helped by the narrowing of the road of the borenmanna road. Also accross from Rockboro avenue and will be worse when vehicles are diverted.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2760	No alternative parking for residents.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2760	While this junction is very dangerous and especially during school time There could be a serious accident waiting to happen.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2774	Woodview, links Main Douglas Rd and Well Road Upper and Lower and it looks as is it could become two way again. It was changed to a one way system 8/9 years ago. which was a great relief to residents as it had been used as a rat run and the speed was scary	Please see the NTA's response to Issue 2 in this report
NTA-C9-2774	I am well aware that changes need to be made to encourage us to use walking, cycling and public transport for getting around, but what has been proposed appears too drastic with removal of limestone wall which are in fact under a Preservation Order	Please see the NTA's response to Issue 4 in this report
NTA-C9-2774	Woodview and other side roads leading from Douglas Roads is the subject of them being used as parking for cars whose places have been taken in CPO's.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2774	I am well aware that changes need to be made to encourage us to use walking, cycling and public transport for getting around, but what has been proposed appears too drastic with removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-2778	Please do not tear down the Fingerpost Roundabout as it is part of our history	Please see the NTA's response to Issue 4 in this report
NTA-C9-2779	There will be access issues to my property on South Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-2779	There will be an increase of exhaust fumes plus other mitigation factors	Please see the NTA's response to Issue 3 in this report
NTA-C9-2779	The value of property on South Douglas Road will fall	Please see the NTA's response to Issue 7 in this report
NTA-C9-2779	Proposals will impact me personally with the removal of gardens and walls on South Douglas Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-2781	Your plan destroys the existing heritage and community	Please see the NTA's response to Issue 4 in this report
NTA-C9-2781	The house was built in the early 1900s and would be impacted by construction work - noise and vibration	Please see the NTA's response to Issue 8 in this report
NTA-C9-2781	Removal of trees/hedges will impact the only barrier for security and noise pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-2781	The proposed boundary runs through the living room of our home Any intrusion of our garden will leave us devoid of recreational space	Please see the NTA's response to Issue 6 in this report
NTA-C9-2781	The house stands approx 2.5 metres above road level - any work will endanger the building through subsidence, vibration and drainage problems	Please see the NTA's response to Issue 7 in this report
NTA-C9-2785	I am opposed to the changes involved on the Douglas Road because of the loss of old stone walls in the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-2785	I am opposed to the changes involved on the Douglas Road because of the loss of the beautiful trees	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C9-2791	Based on my observation, there would not be a need for dedicated bus lanes in both directions.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2791	If the proposals are implemented, when driving out on to the Douglas Road, I will be obliged to turn left towards Douglas. Should I wish to drive into town for whatever reason will be driving through a residential estate, Belair, past the entrance of Our Lady of Lourdes primary school, and down the narrow Wallace Avenue, where there is parking on both sides of the road. Currently not much traffic uses it and those that do are generally courteous so that it acts on a first come basis. This route is ill suited to take additional traffic. there is no serious back up going into town on Douglas Road at present	Please see the NTA's response to Issue 2 in this report
NTA-C9-2791	The plan to eliminate on street parking between Belair and High Street, and replace it with parking on the grounds of Finbar's Hospital, would free up road space for a cycle lane.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2797	The main problems in Cork occur at school exit and entry times, and the lack of buses	Please see the NTA's response to Issue 10 in this report
NTA-C9-2797	While the idea of quiet roads and free flowing fast buses is, of course, agreeable- the cost to the local community of the Douglas area and the green environment has to be measured.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2797	The damage to local property and green areas proposed to make buses faster! To me the damage done outweighs the proposed	Please see the NTA's response to Issue 6 in this report
NTA-C9-2799	Page 36: Ballinlough Road is now all going to be one way into town by Marble Hall junction. I would expect that local residents find it hard to gain access to their part of the road though Boreenmanna Road via Bernadette Way & Castlegreina Park. More traffic on those two roads if plans go ahead.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2799	Page 34: Bus by City General bit tight on that side of the road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2799	Page 35 & 36: Making Southern Road one way out of town & High Street, which way am I am suppose to get into town from Ballinlough? Right turn from Bel Air into town there now is going to be via Cross Douglas Road turning onto South Douglas Road into Turners Cross. Please explain why along with making it one way on Southern Road one way out of town? Page 44: Is a complete joke. there will be no left turn onto Douglas Road for me to head home. Page 46: East Douglas Street looks like a 2 way traffic. Are cars allowed on East Douglas Street or not or as per the small roundabout no through traffic. Finger Post new layout just about works, just not sure how it would work out.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2799	Page 47: Another toucan by Lime Tree Road not needed as there is one by The Paddocks & currently by the Finger Post	Please see the NTA's response to Issue 12 in this report
NTA-C9-2799	Page 50-51: Taking land off Maryborough Ridge yet nothing off the private homes across/on the other side of the road? Why not? The public green area that is due to be removed is great for walks, kids to place in the evening & great for mental health.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C9-2803	Presently on the Douglas Road, a person could be waiting for 45 minutes for a bus despite this route having 3 or 4 buses assigned to this route.	Please see the NTA's response to Issue 10 in this report The works proposed as part of this scheme will improve the reliability of buses as they will be able to avoid getting caught in congestion.
NTA-C9-2803	Also it appears that motor traffic will be directed into cul de sacs or areas which are already full of traffic jams	Please see the NTA's response to Issue 2 in this report
NTA-C9-2803	The plan includes demolishing many old stone walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-2807	Are you going to put more bus stops & bus shelters up in top of Maryborough hill, we do Not want any more buses on the road unless you are going put bus stops & shelters On road	Please see the NTA's response to Issue 12 in this report
NTA-C9-2808	THIS IS VERY BUSY ROAD WE DO NOT WANT ANY MORE B USES ON THE ROAD UNTIL YOU PUT BUS SHELTERS & BUS STOPS TOP OF MARYBOURAROUH HILL DISIABILITLY PERSONS LIVING IN THE AREA & OLD AGE PENISENIS	Please see the NTA's response to Issue 12 in this report
NTA-C9-2823	I am very disappointed that you are changing the bus route and removing the bus service to the Ballinlough Road. Please reconsider and keep this bus service for me and everybody else who have depended on this service for over 40 years	Please see the NTA's response to Issue 10 in this report
NTA-C9-2829	I see no reference in the document to your proposing one way on the Douglas Road circa Bel Air and diverting traffic via Eglantine Park on up to Ballinlough Road. I have already corresponded with City Hall regarding the total overcrowding of Eglantine Park with traffic not to mention the impact through Ardfallen and the Ballinlough Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2851	I wish to voice my objections to Bus Connects plans/proposals to reverse the traffic flow on this road from its junction at Bellair to the Douglas Road junction (as per Map 17 of "Maryborough to City" Bus Corridor) in order to facilitate the delivery of a bus corridor on the Douglas Road. This ludicrous proposal will vastly increase the flow of traffic down this narrow road, a road which was never intended to carry such volumes of traffic,	Please see the NTA's response to Issue 2 in this report
NTA-C9-2851	On this old narrow road, houses are in very close proximity to the road edge and with the increased domestic and commercial heavy duty traffic there will be excessive noise/ vibration concerns	Please see the NTA's response to Issue 3 in this report
NTA-C9-2851	It also appears that ALL on-street car parking is to be removed completely along the entire length of this proposed "reversed" route (parking is already at a premium here) in order to facilitate the massive increase in traffic including commercial vehicles and also traffic for St. Finbarr's Hospital.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2851	On this old narrow road, houses are in very close proximity to the road edge and with the increased domestic and commercial heavy duty traffic this will seriously negatively impact our property values.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2851	On this old narrow road, houses are in very close proximity to the road edge and with the increased domestic and commercial heavy duty traffic, safety will be of major concern, for residents and pedestrians	Please see the NTA's response to Issue 3 in this report
NTA-C9-2858	Busses currently are in danger of speeding such are the clear roads on the Douglas road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2858	We shall be completely shackled by the confusion caused by having to drive all over Douglas/ballinlough to return home after a shopping trip to Douglas.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2858	The destruction of the walls along the road would be a DISGRACE so much for valuing our heritage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2858	The thought that the trees on the Douglas road will be knocked down to facilitate transportation of people who choose to live further out near the coast and beautiful rural settings and are lucky to do so , however making Douglas into a new look concrete corridors is foolish and they unnecessary.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2860	I'm making my objective to the road widening outside of our premises, taking in some of our wall and garden	Please see the NTA's response to Issue 6 in this report
NTA-C9-2861	I object to these works and the destruction of mature trees destroying the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-2862	I have a driveway and would like clear assurance that I will be able to access/exit my driveway	Please see the NTA's response to Issue 2 in this report
NTA-C9-2862	Dillons Cross/Gordons Hill is mainly a residential area and the vast majority of houses do not have driveways. If there is no on street parking then where are the people supposed to park? I would also like specific details of the number of spaces proposed to be removed and concrete plans for their replacement in the area. If there is no easy access to parking I fear that people will sell up and move further out to the suburbs and the neighbourhood will become a derelict ghost street with drive through traffic only. We already have a number of derelict properties including the former shop and dry cleaners; if there is no opportunities for cars to stop and park in the area this will further decrease footfall and provide a disincentive to potential business. The removal of on street parking will mean that quite a number of elderly/disable residents who live in the area will find it very difficult to access their homes in an efficient manner and will increase their sense of isolation	Please see the NTA's response to Issue 5 in this report
NTA-C9-2862	The presence of parked cars forces traffic to slow down and while I appreciate this sometimes delays the buses, I think an overall time saved/time lost study needs to be carried out so that the clear business case for this proposal from an overall perspective can be established.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2862	The removal of on street parking will enable the allowed vehicles (buses, taxis) to speed up and down the hill. This will be dangerous and unpleasant for those of us living in the area.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2863	Putting a cycle lane in the narrowest bit of the Ashburton Hill Road that has 12 driveways seems risky	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2864	<p>Our administrative headquarters and logistics base for stoping equipment, machinery and supplies is on Summerhill North. On average, 4-5 times a day, 6 days per week our vans park on Summerhill North to deliver and/or remove supplies, collect or return equipment or deal with financial and administrative matters. What I can say is that such no-parking provision will make Summerhill North unusable by our company and we shall be forced to quit thus removing our activity, support and spend from the local community. This will badly hurt our company as we will be unable to find another premises so convenient for the city centre at such low cost. Furthermore, two of our admin staff have already indicated that they would not be willing to travel any further to work which would involve loss of their knowledge and detailed experience of the company's operations and involve the company in further costs when we are already under financial pressure.</p> <p>our staff contribute substantially to the local shops and business at the St. Luke's Cross urban village.</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2866	<p>I have an elderly mother, who may eventually come to live with me. My concern is how she will access my home? With the proposed changes, it appears there will be no stopping outside my house to gain access. I also have a daughter with a chronic illness and a granddaughter. At the moment my daughter and granddaughter park up the road and walk down but if I am minding my granddaughter, I cannot leave the baby in the car whilst I unpack, I also cannot leave the baby in the house while I go out to the car and unpack</p> <p>House Maintenance. my house is old and needs regular upkeep. How will a workman access my home if I need my roof replaced or any other part of the front of the house?</p>	<p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-2866	<p>I am very concerned about the loss of beautiful stone walls and beautiful old trees. Although, I assume the old stone walls can be reinstated with the original stone if they are removed. It is such a lovely experience walking down the Douglas Road especially on a sunny autumn day at about 10am when the road is relatively quiet. With the proposed changes, the visual landscape of Douglas Road will change immeasurably.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-2866	<p>I am concerned about noise pollution. Generally cars passing are not very noisy, but buses are very noisy. My windows rattle with the noise of passing vehicles. Unfortunately I do not have triple glazed windows.</p> <p>I am concerned about air pollution. I regularly walk the beautiful leafy Douglas road and with the increase of traffic the air quality will deteriorate.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2866	<p>I have an elderly mother, who may eventually come to live with me. My concern is how she will access my home? With the proposed changes, it appears there will be no stopping outside my house to gain access. I also have a daughter with a chronic illness and a granddaughter. At the moment my daughter and granddaughter park up the road and walk down but if I am minding my granddaughter, I cannot leave the baby in the car whilst I unpack, I also cannot leave the baby in the house while I go out to the car and unpack</p> <p>To conclude, I have a long back garden and have access via a laneway at the end of the terrace. If necessary, parking could possibly be made in this area although it is 200 feet from the back of my house. This would involve excavation of the area and a concrete slab for a parking space. Not all of my neighbours have access to the lane and not all have a long garden as I do. I also do not, and will never have the money to fund a parking spot at the bottom of my garden, as I said at the beginning of my submission, Parking is my primary concern because of my elderly mother, my daughter and my granddaughter</p>	<p>Please see the NTA's response to Issue 2 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2866	<p>I am concerned about the devaluation of my property due to its position on what is proposed to be a very large wide busy main road</p>	<p>Please see the NTA's response to Issue 7 in this report</p>

Reference	Statement	NTA Response
NTA-C9-2866	I am very concerned about the loss of beautiful old trees. It is such a lovely experience walking down the Douglas Road especially on a sunny autumn day at about 10am when the road is relatively quiet. With the proposed changes, the visual landscape of Douglas Road will change immeasurably.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2866	I am concerned about the impact of many double decker buses on the structure of my home. My house is stepped down from the footpath and when large vehicles swoosh pass any refuse on the road flies into my front. I am constantly cleaning papers, leaves and general debris from my front. This is worsened by tall vehicles like large lorries and double decker buses.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 7 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-2866	I am concerned about privacy. When a bus passes, because I am already on probably the narrowest part of the road, anyone seated on the upstairs of the bus can see right into my front living room. If there will be multiple buses passing there will be as good a view of my home as on the balcony of the Cork Opera House	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2866	I am disappointed and quite frankly horrified that I did not receive any information personally with regard to the proposed changes on what will undoubtedly affect me, my ageing mother, my daughter and frankly anybody that comes to visit	Please see the NTA's response to Issue 11 in this report
NTA-C9-2866	I am concerned about the safety regarding road crossing	Please see the NTA's response to Issue 3 in this report
NTA-C9-2867	Cafe is used by many retired people, some have mobility issues and need to be dropped off at the door. This Bus Connect proposal will deny many people freedom of movement to Coffee Shop which for a lot of the customers is a social outing for them.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2867	The car park of Chapel Gate Cafe is full to capacity most hours of the day, with cars on the move seeking to park. This causes major congestion causing the Car Park to be totally gridlocked.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2867	There is access to Scoil Eoin from the car park via a pedestrian crossing beside the coffee shop. Traffic has to yield to pedestrians using this on an ongoing basis. If the traffic is diverted from Main Street Ballincollig through our Car Park it will cause major gridlock to an already congested area with vehicles, people and children constantly on the move and it would be a major Health and Safety Issue. Emergency services would have great difficulty gaining access	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2915	My workplace is only a 10 minute drive from my house but as there is no public transport directly to the workplace, if I was to rely on a bus and walking on foot, my commute would jump from a 10 minute drive each way to over a 1 hour journey each way.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2915	There is no secure parking provided therefore I rely on the street to park my car.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2927	Consider utilising the developed exit at Ardmahon /South Lodge where conditions are, by far, more suitable to safe travelling. In fact, this exit at Hettyfield Lane has clear visibility and the road is almost twice the width as the proposed exit at Hettyfield	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2927	Proposals will direct city bound traffic to a right turn onto the Well Road as it leaves Douglas village in addition to traffic exiting the city bypass at Douglas West, The intention is that the Well Road, Ballinlough Road and Boreenmanna Road will replace the Douglas Road to reach the city. If this is correct Hettyfield being the first exit off the Well Road with a porous traffic system will see increased traffic volumes.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2927	As a cyclist, pedestrian, driver and user of public transport I am aware of the need to provide a variety of efficient safe transport systems, so I welcome efforts to achieve that goal.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2927	Increased traffic in the Hettyfield area would increase noise and air pollution. The area is a flood risk	Please see the NTA's response to Issue 3 in this report
NTA-C9-2927	Commercial establishments the area accommodates several schools that depend solely on road systems and surrounding estates for parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-2927	Planning Authority did not incorporate Woodview to alleviate some of the traffic redirected through Hettyfield is the nature of a 'bend in the road' at Woodview. I challenge this reasoning when presented with the dangers at a bend near Eglantine School, in addition to a bend approximately 20 meters east of the proposed new road to facilitate the above planning. Then, and above all, the perilous situation presented at the Hettyfield-Well Road exit. (Fig 5) I am given to understand that the former use of the plot being developed was market gardening. Does the change of use to a domestic housing estate require a granting of specific permission? Furthermore what entrance and exit was used for that historic activity? Adjacent to the cottage being demolished is a gated entrance (Fig 6) to the proposed building plot. In close proximity to the proposed new entrance at Hettyfield is a commercial business (EIR), (Fig 8). Are the planning authorities aware of the volume of activity associated with this business?	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2927	There is no mention of Hettyfield in any of your released literature that I have seen, on this particular development. Furthermore your literature lacks detail, is confusing and is totally non-transparent.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2927	Entering, exiting and using most of the area is fraught with danger due to: the existence of severe road curves, poor road condition the nature, volume and speed of traffic and traffic congestion	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2937	This will result in a mandatory right turn only into Bel-Air on the Douglas Road for all City bound traffic (excluding buses), making it extremely difficult to access homes on High Street from a Southerly direction as the proposed scheme also prohibits a right turn onto High Street from the Ballinlough Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2937	The drawings issued by the NTA appear to show that ALL roadside parking on the left hand side of High Street as you travel towards Douglas Street will be removed completely. As parking is currently at a premium in High Street, where do you propose residents will park???. Furthermore, the proposed limited access along with a 50% reduction in On Street parking will negatively impact properties in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2937	The removal of the trees and old walls along the Douglas corridor is to my mind criminal, and should not be allowed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2962	Our access would be compromised on Douglas Road	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C9-2962	The noise level would be detrimental to our health.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2962	Apart from the fact that we have a beautiful stone wall and cobble stones at our gate way on Douglas Road, which will never be replaced correctly, no compensation would be adequate.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2962	Our privacy would be compromised on the Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2962	The traffic levels would be detrimental to our foundations on Douglas Road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2962	Our security would be compromised on the Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2964	The closure of the Douglas Road to Northbound Car traffic to the city centre would be to divert all traffic that would normally use the Douglas Road to the city centre ,be diverted up the Well Road to the intersection with the Skehard Road , and then this traffic would go down the Boreenmanna road , and meet the South Link at the T Junction , 200 metres from the Elysian intersection .	Please see the NTA's response to Issue 2 in this report
NTA-C9-2966	we will not be able to access our own homes by car at all on Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C9-2966	How can a wheelchair user manage, or an elderly person if they cannot park outside on Douglas Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-2966	the proposal to divert all town-bound traffic up Belair Park and down the lower end of Ballinlough Rd or Wallace's Avenue to be particularly ill-conceived.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2966	We do not want to live in a years-long, dirty, noisy, disruptive building site for a project that brings us no discernible benefit; involves the destruction of nature, biodiversity,	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2966	It is also proposed to eliminate all on-street residents' parking and replace it with limited parking in St Finbarr's Hospital, approx. 250 m from most of our houses. This will greatly impact the quality of life of most people living on our stretch of road, now or in the future - families with small children, tradespeople, carers.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2966	The loss of these gardens and the mature trees and planting they hold will impact the well-being of the whole community, as they line and enhance the road we live on and use every day.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2966	will adversely affect our quality of life and possibly even the value of our homes on Douglas Road	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-2966	We pay very high house insurance because insurance companies apparently consider that we live in an area with a risk of subsidence on the Douglas Road What will the impact of a bus corridor be?	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C9-2966	the proposal to divert all town-bound traffic up Belair Park and down the lower end of Ballinlough Rd or Wallace's Avenue to be particularly ill-conceived. In addition to bringing all that additional traffic right up to the gate of our local primary school, the idea of channeling it down the very narrow Wallace's Avenue or Ballinlough Rd is really unthinkable, and dangerous so near a primary school.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2968	Traffic diversions to residential areas will have a significant adverse effect on residents in terms of access	Please see the NTA's response to Issue 2 in this report
NTA-C9-2968	The Douglas and South Douglas roads are two essentially parallel East-West routes, consideration should be given to using one road for westbound buses and the other for eastbound.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2968	The utter disaster that is the current traffic management system in Douglas village causes congestion Every change implemented seems to make the situation worse rather than better. The proposal will divert significant traffic through residential areas such as Cross Douglas Road, Victoria avenue and other side-roads in the area. This will have a significant adverse effect on residents in terms of noise, access, on-street parking, increased traffic hazards for children, property value etc.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-2968	The proposal in its current form, if implemented, will seriously and irreversibly damage what is left of the character of the Douglas area and destroy what is left of the intrinsic nature and heritage of the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2968	consideration could perhaps also be given to using the Tramore valley park for part of the cycle route.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2968	Traffic diversions to residential areas will have a significant adverse effect on residents in terms of noise	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2968	The proposal in its current form, will cause huge disruption and significant inconvenience to large numbers of residents and commuters while works are being carried out.	Please see the NTA's response to Issue 8 in this report
NTA-C9-2968	Traffic diversions to residential areas will have a significant adverse effect on residents in terms of on street parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-2968	Traffic diversions to residential areas will have a significant adverse effect on residents in terms of property value	Please see the NTA's response to Issue 7 in this report
NTA-C9-2968	The environmental destruction involved, in terms of removing mature trees and old limestone walls is truly breath-taking.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2968	Significant traffic hold-ups occur at drop-off and especially pick-up times, because of large numbers of cars parked in the school vicinities in Douglas Perhaps this problem could be addressed by the introduction of a comprehensive, dedicated school bus transport system Ideally this would feature off-road loading/un-loading.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2968	Traffic diversions to residential areas will have a significant adverse effect on residents in terms of increased traffic hazards for children	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C9-2970	The plan to make access/egress to the Link road and south link road more difficult and thus make these roads even busier is far from ideal.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2970	The plan of removing parking for elderly residents with mobility issues is far from ideal,	Please see the NTA's response to Issue 5 in this report
NTA-C9-2970	The plan to force traffic into residential areas I'll equipped to deal with traffic congestion as it is is far from ideal	Please see the NTA's response to Issue 2 in this report
NTA-C9-2970	The plan of increasing elderly isolation by removing parking for families and friends (who also are elderly) to visit them is far from ideal	Please see the NTA's response to Issue 5 in this report
NTA-C9-2970	The plan of compulsory purchase orders on the Douglas Road, over 80 in total with as little of a generic Letter is alarming, provocative and unwarranted, cynical on the part of the NTA, especially as these were sent during the summer holiday period.	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 11 in this report
NTA-C9-2970	The Plan to force traffic into areas of Primary schools where the risk of injury/loss of life is far from ideal specifically Our Lady of Lourdes on Bell Air junction with Ballinlough Rd.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2971	The proposal to institute a Bus Gate on BelAir Estate, therefore preventing inbound traffic to the City Centre. This will prevent residents from freely travelling and will force people to circumvent the douglas road entirely to get around the city and to their destination, therefore creating more emissions in the long run.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2984	Cycle route provision should be considered on other nearby routes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2984	There is no justification or rationale as to why a cycleway must be provided within the same corridor as the bus network	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2984	There is no policy basis for 'Sustainable Transport Corridors' running through Cork City. I support the principles of BusConnects as identified in CMATS. However, CMATS does not identify or propose 'Sustainable Transport Corridors' for Cork City. Similarly, neither does the Cork City Development Plan 2022 (CDP) contain any policy for the provision of 'Sustainable Transport Corridors' through the City. I do not agree however, that the benefits of the Sustainable Transport Corridor must be provided within a single corridor	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-2984	The 'Options Assessment' appears to be an STC routing options assessment only rather than assessing any wider principles or concepts for delivering bus, pedestrian and cycle improvements other than by way of a single corridor. There are no options for delivery of a BusConnects improved bus service and potentially separately improved pedestrian and cycle facilities for the city appear to have been considered.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2984	Where the proposed STCs result in the removal of necessary parking space for residents, suitable alternatives must be provided. Residents from the top of High Street to Ballinlough Road the parking in this area is already used to full capacity most of the time. I note there is a proposal for some surface level parking to be provided on existing St. Finbarr's Hospital lands. This proposal is wholly inadequate as it will need to serve all of the housing from Capwell Road to Bellair Estate which are currently reliant on on-street parking. This is significantly more than the approx. 26 No. spaces that appear to be proposed at St. Finbarr's.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C9-2984	My home has essentially already been devalued as it is now identified as a house which will likely have significantly diminished residential amenity value in the future. This seriously impacts on options for any such affected property owners who may wish or need to relocate / sell their properties from now until the whole process is complete.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2984	I agree that a footpath is necessary but not that they must be 3m wide. In 15 years approx. of living in this house I have never witnessed capacity issues with the existing footpath width.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2984	I oppose your proposals to acquire any of my front garden. The proposals will negate the outdoor amenity value of my front garden. Currently, it is possible to sit in the front garden with a reasonable distance to the public footpath. This will not remain the case under your current proposals. The proposal to acquire part of my front garden would now both alter the historic setting of my house but would also eliminate my potential for an on-site car charging point	Please see the NTA's response to Issue 6 in this report Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-2984	My private front garden space is essential to my privacy and security. Proposing public access across what is my current private space will have a detrimental impact on my privacy and quality of life. There is currently approximately 6m distance from the public footpath to the front façade of my house. This provides a suitable buffer and distance for an appropriate level of privacy	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-2984	A strategic study should be undertaken as to how best to deliver an enhanced bus network, enhanced cycle network and enhanced pedestrian facilities. Such a strategic study should comprise a comprehensive study including matters such as the morphology of the City, the cultural and heritage aspects of the city, key population and employment patterns, existing and potential movement routes etc.	Please see the NTA's response to Issue 1 in this report

Appendix B: Responses to Submissions Common to Multiple STC's

References	Statement	CE response and recommendation
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 and the terminus a display inside each bus displaying the name of the next stop and the terminus User-friendly maps displaying the names of each bus stop need to be provided	This statement proposes measures to enhance the passenger experience. This consolation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-15	There should be shuttle buses covering areas outside of the towns. For example, the Bishopstown or Cork Airport route should include having shuttle buses based in areas such as Ballinhassig. These shuttle buses would create sustainable development by allowing people to get rid of their cars and use the shuttle buses instead, as there are no buses in the areas of Ballygarvan or Ballinhassig.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-18	Would like to cycle from Glanmire to MTU, and can do this in 45 minutes, but do not feel safe with the current infrastructure, and would likely not feel safe (and not cycle) unless cycle lanes were appropriately segregated.	The proposals involve the provision of cycling infrastructure on Sustainable Transport Corridors many of which align with a trip from Glanmire to MTU. Some of this trip is outside the scope of this project.
NTA-C9-18	Happy with current bus from Glanmire to City Centre for personal use. Work in MTU. Cannot see bus from Glanmire to MTU beating car (20 minutes when leave at appropriate time).	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-21	Requests extension to public consultation deadline and criticises approach.	The deadline for submissions was extended.
NTA-C9-24	No bus service from Ballyvolane to CUH or Ballycolling. 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-together-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?	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-50	Many current bus routes on quieter roads have been removed. By encouraging passengers to take alternate routes which are typically busier than others, can you ensure they will not be delayed due to traffic and higher passenger volumes?	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-50	Passengers will have to either walk to our destination (which may not be manageable in certain situations) or walk to another bus stop and wait for a second bus to take us the rest of the way. Can you guarantee passengers will not be delayed due to increased walking distance to their destination or by connecting buses being delayed, as many are now?	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-55	buses 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	Your documents are not accessible to those with disabilities Even at 200 % zoom the photograph is pixilated and impossible to recognise. Public with a visual impairment are prevented from fully understanding the document The writing on many of the maps is not left to right top to bottom making it impossible for those who cannot turn a screen around to read. Also impossible to access on a smart device as the zoom does not work well and it starts to re-load over and over again. No mention that part of the Douglas Road is one way to general traffic, again this makes the document inaccessible to the general public. What is filtered permeability, again using terminology which is not commonly understood is something which makes the document inaccessible to the general public.	Noted.
NTA-C9-89	In general, I am a big supporter of the Bus Connects plan, particularly the expansion of the cycle lane infrastructure in the city, but there is little point in creating more cycle lanes whilst also ruining the existing ones.	In intention is to improve cycle lanes along the routes of the Sustainable transport Corridors
NTA-C9-90	While I understand the need for bus corridors on street parking is also needed.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-126	There is currently a bus that goes by Courtback Foxes Bridge once or twice a day. Due to the development of a number of housing estates, there are a few hundred people living here without alternative transport excluding the bus. Is bus going to continue and is it possible to upgrade this bus as part of the overall project?	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-141	The traffic has become extremely heavy in recent years and the road has started to crumble away with the amount of buses, trucks and cars etc that use it.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips
NTA-C9-189	Extend a bus route serving Cork City Centre to the Halfway either via The Viaduct or via Fivemile Bridge and Ballinhassig. This would create opportunities for onward journeys.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-202	I support BusConnects and think it is vital to the development of Cork city	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

NTA-C9-203	BusConnects is vital to the development of Cork city	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-204	I fully support the proposals, in particular the segregated cycling infrastructure planned.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-205	Has any consideration given to providing more park and ride facilities	New Park and Ride sites in key locations form part of the BusConnects Cork project.
NTA-C9-206	cannot agree with this proposal due to the disruption of peoples lives	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-209	I am for the most part in favour of the plans. I recognise the need to improve bus/cycle transport in Cork and support those endeavours however I don't think this should be at the expense of one of the only green spaces in the village.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-212	I fully support these proposals and think they would help overcome the primary barrier to the use of public transport in the city (reliability). I would personally like to see transport corridors extend to the industry hubs outside of the city as well, this would help encourage the use of buses for travelling to and from work. One area where this would benefit is Ringaskiddy.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-213	In general, I support the proposed plans.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-219	While the routes are being finalised, I think that the new ticketing system should be rolled out as soon as possible even on the existing bus routes. It should be made a priority	Noted. The ticketing system is a separate project to this scheme.
NTA-C9-227	Maryborough Hill, and the entire scheme is already in the city (as are all Bus Connect schemes). They should be labelled and named Maryborough Hill - City Centre and not Maryborough Hill - City	Noted
NTA-C9-229	Can the bus lanes and cycle lanes be merged?	Best practice indicates dedicated bus and cycle lanes are required.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined? It would help maintain the character of the area	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined?	Best practice indicates separate bus lanes, cycle lanes and footpaths are necessary on these corridors where possible.
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined? - would upset people less	Generally separate lanes are required.
NTA-C9-229	This would prevent the destruction of lots of trees	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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	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-C9-232	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	It would be desirable if there was some kind of orbital bus to link the main facilities in the city centre together. For example the bus office, the railway station, CUH, Mercy Hospital, South infirmary/Victoria hospital, St Finbarr's hospital, St Finbarr's cemetery, UCC, College of commerce, CIT, the social welfare offices, Intreo centre, opera house, event centre? etc. 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	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-234	I understand that consultation and contact from authorities has been very poor and that local implications really are not being considered I believe route plans and levels of public consultation should be reviewed and augmented to ensure a fair outcome for all	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-236	In general huge support for any improvement to public transport and infrastructure to 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-C9-243	It is not a people centred design proposal and consultation at this stage is way too late	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-247	I found out about it on Facebook and no official even bothered to inform us first-hand I find it shocking that these plans are being discussed in the summertime when most people are on holiday	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-248	Yet, besides the fact that this proximity would forever alter our way and quality of life, I found out about this on social media instead of being contacted by an official authority with first-hand information I couldn't voice my concerns at the NEMO rangers due to being on holidays - very inappropriate time of the year to be announcing such big plans so quietly - and I was shocked to find out that these plans won't be formally voted in the City Council chamber, meaning that even after our submissions we still have no control over government-led destructive changes that would significantly impact our lives	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-254	There should be more connections between different routes outside the city centre. For the narrow streets, smaller buses should be purchased that are more suited to the narrow hilly streets around Cork city.	This consultation is focused on the Sustainable Transport Corridors which are the busiest routes into and out of the city. Buses will continue to travel on other routes.
NTA-C9-259	if you research you will find that ballyvolane has one of the worst 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.

NTA-C9-278	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	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-278	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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-278	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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-280	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.
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.
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.
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.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.

NTA-C9-312	<p>Route 7 - this looks to be much improved to the existing 216 route, particularly increasing the frequency from every 60 minutes to every 30 minutes on a Sunday</p> <p>My only concern is more traffic will be diverted from Douglas Road to South Douglas Road, which may cause delays on this route.</p> <p>Route 14 - great that there will be a more frequent connection from Douglas to Mahon, and now being able to get to Little Island from the south side.</p>	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>Ballinglough bus route 215 is currently twice an hour & is never on time. What is Bus Eireann reasoning for only 2 buses an hour for a very busy route with some many residents & workings in the Mahon Point Area?</p> <p>New bus route for 215 is now going to be bus route 20. Improving the once an hour planned route needs to be at least twice an hour & on time & more than twice an hour during the peak times, at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly</p> <p>New Route for Crosshaven/Myrtleville/Fountainstown is now going to be 40, 40A & 40B. The local residents of Crosshaven/Myrtleville/Fountainstown would find this quite annoying in terms of changing the bus, reduced times of the new routes, tourists will not be bothered to visit Camden Fort & the beaches.</p> <p>Route 16 & 53 - Both from a tourist point of view & residents in the Blarney & Cloghroe both new timetables are quite shocking due to limited times & trying to get to & from work</p>	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-C9-321	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	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
	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	
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.	It is intended that cycling facilities are continuous and that traffic lights recognise and respond to the presence of cyclists at junctions
	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.	
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.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
	Traffic lights do not notice cyclists - This is quite dangerous for cyclists when taking right hand turns in filter lanes	
NTA-C9-332	I support this initiative and I am very glad to see that more is being done to make it easier to travel around Cork without a car.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-333	I feel the general thrust of the argument to maximise throughput at junctions could be strived for in a similar fashion throughout the Bus Connects Cork Sustainable Transport Corridor Proposals.	Junction design will be developed as the project progresses.
NTA-C9-338	If cycle lanes are connected/continuous and protected from other traffic, they will be used - even along steep hills as e-bikes become more popular	Noted
NTA-C9-338	Some allied suggestions might involve some extra cost for cars containing just the driver (anecdotally, most cars in Cork); lowering bus fares even further in order to attract more bus users.	Noted
NTA-C9-338	Enforcement of traffic and parking regulations is also essential	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-338	Areas around schools should also be treated as "quiet" zones, where car traffic is restricted	School zones are being delivered through the Safe Routes to School Programme.
NTA-C9-338	I am fully in favour of the general thrust of the proposed BusConnects plan. Car use needs to be disincentivised	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-342	All cycle lanes in the city to be painted the SAME colour and should NEVER be the same colour as the road beside it.	Cycling facilities will be provided in accordance with the relevant guidelines.
	If a cycle lane is beside a footpath it should NOT be the same colour as the footpath.	
	here also needs to be cycle stencils all the way so that people know its a cycle lane.	
	Barriers are needed on Airport Hill just like in Amsterdam between road and cycle lanes and the lanes need to be painted a different colour than the road.	
	Example there is a pothole on Washington Street cycle lane that you need to swerve to the right onto bus traffic.	
	There needs to be a DEDICATED cycle hotspot on the Council website to allow us to report these issues across the city.	
NTA-C9-343	I support more bus lanes - even if that means less space for cars. There is no other way to deal with climate change.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
	every bus or cycle trip means less money is spent importing fuel from abroad; this money can then be spent in the local economy	
	please don't forget about the people in rural areas	
NTA-C9-351	I appreciate that new bus/bike lanes need to be developed but I don't agree with how detrimental this one will be to the families involved who will have to lose a huge part of an already tiny garden & parking facilities.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.
		Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cao/ .
		Works involving structural walls will need to be carefully planned to minimise disturbance to residents.
NTA-C9-351	I also feel it would be so disruptive & unsafe to live there with small children while a clearly structural wall is knocked & re built.	
NTA-C9-352	A North Orbital bus route should link Ballingcollig to Glanmire via Apple (Hollyhill) and Blackpool. This bus route should operate 7 days a week, start early in the morning (before 8:00), and finish around 23:30.	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.
	There should be an Airport Shuttle: City Centre to Airport Express (no stops at Airport Business park). The frequency should be every 10 min. And the opening time should match the Airport.	
	A new bus ticket type should be introduced: the ticket should be valid for 60 (or 90) minutes on all bus lines within the city boundaries.	
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.	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.
	Consideration should be given to allowing bicycles to be taken on buses	
	More frequent bus stops are needed also,	
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.	Cycling facilities will be provided in accordance with the relevant guidelines.
	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.	
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.
NTA-C9-362	These positive investments in sustainable transport corridors will go a long way to meeting Ireland's climate targets, reducing CO2 emissions in Ireland's second most polluting sector.	This supportive feedback is welcomed.
NTA-C9-362	Unfortunately, the proposed junctions create unnecessary clashpoints between pedestrians and cyclists, something we feel will cause avoidable injury, and lead to conflict between two sustainable modes of transportation. Instead, a Dutch-style mode of junction could be pursued, such as outlined in the below diagram Switching to this style of junction, especially at areas such as the Old Fort Road/Main Street Ballincollig intersection and the Curraheen/Melbourn Road intersection (to name but a few), would improve ease of cycling and reduce pedestrian fear, all while requiring no notable increases in costs or design efforts.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-363	Apart from local flyers being produced & dropped in our letterbox we would not be aware of these proposals at all. Why did the NTA not contact all residents in the area to make this move known?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-365	I have noticed that there is no direct route from the hospital, through Toghger and onto the city centre. This will cause trouble for the people of Toghger 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	Your map information is very difficult to read in general and it is not possible to increase the magnification in the adobe file. 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. Your postal brochure literature that residents receive does not list your postal address at Horgans Quay where people can send their submissions/objections to. 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. 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.	Noted
NTA-C9-371	I object strongly to some of the proposed routes.	Noted
NTA-C9-371	Some of these proposed corridors remove parking for residents without providing additional spaces	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this 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.
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	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-C9-377	The plan is welcome. We must get the car out of our cities, towns and villages where space left for pedestrians is often minuscule. Space is completely prioritised for the car and the majority of the cars have a single occupant	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-378	traffic signals are widely ignored by motor traffic in Cork, unless there are automatic cameras and automatic fines enforcing the bus gate/bus lanes, the system will not function because the bus will be caught in traffic as usual. Likewise, illegal parking along all routes: in bus lanes/on pavements and on cycle lanes will obstruct the passage of buses, cyclists and pedestrians as at present unless a system of camera surveillance or systematic patrols with automatic fines and a towaway system is in operation.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-378	The Dublin version puts cyclists at risk from turning motor vehicles, and increases the straight line distance that pedestrians have to walk to cross the road when the lights change.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-378	As we are committed as a nation to reduce transport carbon emissions by 50%, we have to make major changes to transport, and Bus Connects is a necessary part of this for Ireland. I support Bus Connects in Cork	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

NTA-C9-383	208A frequency would make a huge difference to the commuters of Waterfall. Would encourage more people to get the bus to JCC/CIT, work and into the city for social activities. For people living in Waterfall it would be an idea to add a special reduced fare on the Crossbarry Bandon bus that already passes through Waterfall Ó Sheas. Adding a stop at Ballymah pitch/Heather field and ÓSheas would be immense for the people in the area	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-383	I still don't see links in areas that are not connected. For example Curraheen cycleway to Ballincollig/safe cycle to Bishopstown.? Waterfall /Ballymah to Bishopstown? These would greatly connect people on an active transport for people who are not connected. Who then could avail of services.	The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-383	For the 208 to actively encourage users on the Waterfall area to use the bus I would suggest allowing a parking scheme with the The "farm area" or the Greyhound track may be something to consider.	Noted
NTA-C9-387	At least approach the residents & tell them not many are online & can see this on social media, it is a mature residential area but if research was done yep 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	I can get fairly easily and directly to CUH hospital (214, not possible under the new plan), Wilton shopping centre (again not possible), the dentist (a direct 219 to [personal information redacted] during the week), the train station (again the 214 which will no longer cross the city) and Mahon shopping centre (direct with the 219). The new plan fails to take into consideration the needs and priorities of women, children and elderly people, who are more likely to use (and need) routes around the outskirts of cities	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-394	The report describes itself as the "emerging preferred route"? Who has endorsed this as an emerging preferred route? What other options have been considered (one way system including Blackrock Road, Boreenmanna Road, and Ballinlough Road?) if this is the emerging preferred route? Why were those options not shared with the local communities as they were assessed and discounted? Why were communities not asked for ideas? A budget of €600m is mentioned? What is the basis of this budget and its composition? 6.3 How will submissions be assessed and reflected in the final decisions on this proposed scheme? What rights of appeal will communities have? 6.4 How will local communities be involved in the detailed design and its decision process?	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.
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.
NTA-C9-409	leave the trees alone	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-409	leave the people's gardens	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-409	no need for the cycle lanes that are all of a few metres then merge again with the road making it so dangerous	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-414	We are in favour of improved cycle infrastructure in general. This would be particularly beneficial for the 100's of students that go to the city each day for school and college	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-417	the amount of public money that is proposed to be spent here could be put to far better use	Noted
NTA-C9-420	I don't understand why the Realtime app is accurate. I have waited 50mins for the 220 bus, when I thought that it would arrive in 5mins. Surely a proper link to a bus's GPS is not that difficult to achieve?	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-421	I think it's a great idea!	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-422	There has been absolutely zero outreach to the communities affected	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a 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	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced. The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-423	Trees need to be maintained and at the very least leaves swept up in the city	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-431	Do not consent to this preposterous plan that thinks you can take away my garden!	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-433	there is nowhere to park in the city anymore besides high priced car parks. if you take these spaces WHERE WILL THE RESIDENTS PARK????? where will they park there car safety at night will they have to walk a distance to there house at night when the city is so unsafe at the moment.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-433	large footpaths have taken over bridge street unnecessarily	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-434	I feel the removal of further on street parking from in and around the city centre to be a major drawback of this plan. There has already been extensive removal of on street parking (350+) in recent years and further removal of spaces will make it more difficult for those of us who commute to reach our place of work. Improvement of cycle infrastructure at the expense of on street parking ignored the needs of those who are not serviced by a workable public transport and is a glaring deficiency in the plan. I find the removal of those spaces within walking distance to be unnecessary and impractical and will damage local businesses.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-436	The proposed removal of parking for residents along ballyhooley road and summer hill is outrageous.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-443	The proposal will ruin all parts of the city and destroy peoples home in the process as other contributors have already put forward the road infrastructure that is in place and with the insight of the people of cork and plans already put forward but cork city council.	Noted
NTA-C9-443	Unnecessary 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.
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 ye 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.
NTA-C9-505	I am a resident of [personal information redacted]. I am a member in various clubs. I am receiving communication from one of the clubs I am a member of urging me to make a contribution that the club considers negatively impacts their activity, namely the parking of parents cars while their children attend an activity on site. I hope that this sort of NIMBYism is ignored, rejected forcefully and that the greater good is considered above that of individual organizations.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-509	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. 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. Utilise the south link to expedite services into the city centre from carrigaline. And ballincollig or introduce a railline for them.	This statement proposes fiscal measures for car use. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-512	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. We should continue more routes through the city centre or just passing on the outskirts, to help with inner city traffic. I feel if we had this better linkage for say UCC/CIT through the city to Mahon/Blackrock and or Douglas, this would increase the likelihood of all our children using this facility in particular to access from east to west, it is well served north to south by buses from Mahon to Knocknaheeny & CIT/UCC to Saint Luke's, I cant understand why we don't link directly East - West more also? 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.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-515	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.	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-C9-515	We need more trees, not less. Cutting down trees (Even with the nebulous promise to replace) is not a welcome development in my view.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-515	4 lanes of traffic makes cycling far more dangerous, more noisy, less healthy. In addition, the debris thrown by the traffic often makes the cycle lane unusable. This is combined with the absence of parked cars. The results in an open, wide carriageway, thus allowing vehicles to increase their speed, especially at off peak times. Any proposals for "segregation" are irrelevant, since the bollards or cones, used to provide the protection are easily destroyed by a single vehicle accident and the replacement lead time can be long. The absence of bollards just makes the cycle lane, a parking lane, or an undertaking lane. It can also give vehicles the option to park on the footpath, endangering pedestrians. This is often the experience in practice, even if its not the intention. Wide 4 lane carriageways make it more enticing for people to use their car. They can travel at higher speeds during off peak periods which in turn repels pedestrians and cyclists and especially children The Shehard road in Mahon is a great example of how an area can be destroyed by well meaning schemes such as bus connects.	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. 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.
NTA-C9-520	I have observed the Bus/Cycle plan for Cork City with absolute incredulity. As one who has lived in the City for 54 years, I beg you to stop this madness, it is completely unnecessary and will pit the local population against the Authorities. I doubt if any of the road designers live nearby or in the City. Just look around the Centre of Cork, parts of the commercial area are derelict and this dereliction is spreading. There is no convenient parking in the City Centre and there are no toilets, but here we are with a proposal to spend millions in order to ferry people faster into this mess.	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-C9-521	I oppose the planned changes to Ballyhooly 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	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-C9-528	The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents.	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-C9-532	To whom it may concern, I strongly oppose the proposed removal of residential parking on Evergreen road in Turners Cross. 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. This will lead to congestion on other local roads and will cause a lot of distress for local residents. Locals residents strongly oppose this proposal to remove parking and will do all they can in their power to stop these plans going forward	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-C9-532	Also and more importantly removing residential parking will lower the value of our homes on the housing market, which is completely unfair and wrong.	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-C9-538	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. This will completely remove all parking facilities outside Cork Constitution. The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents.	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-C9-550	Residents of evergreen road need parking which is already limited and a new apartment complex has just finished without parking. You would be devaluing residents property with the reduction in parking which is already at a premium.	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-C9-550	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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-560	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? 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.	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.

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.	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-C9-560	My house is directly on the road impacted. 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. They will be exiting our house directly onto the road!	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	I, as a [personal information redacted] in [personal information redacted] object strongly to the proposed parking restrictions on Temple Hill. 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.	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	I am hoping the busses will come to a central hub as from the maps it doesn't look that way. Maybe not all the busses need to do this but having as many connections as possible would be great.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-565	I am not sure if there are plans to plant trees but it would be very nice if that were incorporated into the plans. Trees help with drainage, shade and they look well, giving a nice atmosphere to the area. Western road all the way to Wilton and out by Bishopstown is pretty bereft of trees.	Where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project
NTA-C9-565	If the cycle lanes could be protected and have cyclist preference for road crossings etc. that would be great. Trying to go towards town from uni halls is dangerous. Also cycling to [personal information redacted] is dangerous. I actually don't cycle it even though I have the bike because its just too dangerous between Vic Cross, Dennehy's Cross and Wilton roundabout.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-566	This will remove the ability for me to own and park a car outside my residence,	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-576	I would like to register my displeasure at the destruction of mature trees in all the bus connects areas.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-610	We request that the strategy recognise the unique nature of an airports transport demands. Including the provision of very high frequency/capacity direct bus services to the terminals, with appropriate facilities for luggage, the need for out of hours services both late at night, and in the early morning, and the need for local direct bus services for staff. We welcome the proposed investment in the radial and orbital bus connects corridors	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-610	Dublin Airport welcomes the proposed bus network scheme to the Cork area focused on sustainable modes of travel.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-613	Bus Gates should operate at peak hours where possible.	This suggestion has been included in certain locations within the revised proposals.
NTA-C9-613	Consideration should be given to cyclists accessing cycle lanes from minor roads.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-613	The emphasis of the STCs on the North Side of Cork that "All roads lead to Apple" is causing people to feel that no one is thinking about the citizens of the area. Every effort should be made to allay fears and create a positive outcome for everyone that lives on the North Side.	The STCs are proposed on the busiest route into and out of the City. Buses will continue to travel on other routes. A further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-613	All the trees removed should be replaced with a greater number, to reflect the carbon value of the tree. It is important that the area is kept 'green' to improve air and visual quality.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-614	I am opposed to this plan due to the environmental & biodiversity impact on the area.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-625	I'm aware that the bus and cycle is good for the environment but it's not practical. What happens when you have a baby - try and carry all baby requirements on a bus and juggle shopping etc., Add the rain to this and you can see it's not practical.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-634	I don't believe you need to upgrade the road to address flaws in the bus system (eg buses not showing up).	Noted
NTA-C9-634	I am in favour of protected cycle lanes in Cork city bike lanes are often under debris including glass	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-634	There is no little to no enforcement of cars parking in bike lanes cars travel much too fast and drivers are poorly educated about the safety of cyclists. Start penalising motorists to get them out of their cars.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-638	Under your present proposal any journey I would undertake to Ballyphehane/Togher area of city, you will make me Double my journey time and carbon footprint. Have you looked at the possibility of using 'Slider buses' or 'Bendy buses' as they are sometimes known	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-639	effecting the local community in a negative way.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-655	Objections to raise regarding the current proposal of up to 73 homes by seizing gardens, removal of 283 public street parking spaces, destroy almost 200 trees all for the goal of reducing bus times from 36 minutes to 17 minutes as claimed by NTA.	Noted

NTA-C9-655	Worsening of air quality in the area.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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%.
NTA-C9-655	No traffic modelling has been validated to prove the savings of time.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-656	The plan is ambitious but necessary and can only lead the way in showing how other bike and bus routes can work. [Unsafety is] What would stop the majority of Corkonians using their bikes for the short journey in our small city. Most of the cars in the am are single-occupancy passing by me - what a waste. Kids too.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-664	I am happy with the plans for the construction of the new cycle lane	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-664	what I believe is lacking in Cork and important in other cities are secure, sheltered places in which to park your bicycle. I would like to recommend that TII or Cork County Council build such facilities as they encourage more people to use their bicycle during the day, knowing that it will be safe from the weather and theft.	This consultation is focused on the Sustainable Transport Corridors. Supporting infrastructure such as bike parking is being provided in Cork and more will be required to meet Ireland Climate Change targets.
NTA-C9-664	, I would like to say that I am in support of many of the plans. I hope they can be implemented quickly because it is very important that our city moves away from the use of cars.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-666	Surely the money and effort that will be put into this development could be put to much better use.	Noted
NTA-C9-667	The whole plan is concocted from desk based officials work from offices where they have free parking or have the luxury of working still from home.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-675	Looking carefully at the proposal it drives a coach and fours through our heritage and history	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced. The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-675	The destruction of so many trees is heartbreaking.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.
NTA-C9-681	The submission includes an attached study on the nature of Cork and the public realm and economic concerns around heritage protection and the protection of city centre neighbourhoods including comment on transport routes and the effect of good design principles.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced. The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-681	The submission questions if people will be compensated financially for losses to their environment or the values of their homes due to the nature of the proposals.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.
NTA-C9-689	As someone who cycles and uses buses, I would consider cycling to a bus stop, leaving my bike there and getting a bus from there, but often the options to leave a bike securely at a bus stop are limited. This is more an issue with out of town/peripheral bus stop (for example the cork airport business park bus stop). You could secure your bike to the bus stop, but I'm not sure anyone wants that.	Parking for bicycles will be required at larger bus stops.
NTA-C9-699	It was mentioned at the meeting with the NTA that leaflets regarding information for the proposed plans had been sent out to houses in the areas affected however when queried why no one has received any such information the response was "well we paid someone to do it." This is a grave oversight that needs to be addressed. Ignorance is simply not good enough.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a 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.
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 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-C9-705	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 any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-711	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	The 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.
NTA-C9-736	I don't see any mention of increased bus from Coachford, Cloghduv etc	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-739	there should be at least one stop in central/western Cork for people living in the Carrigaline area. So many people living there are going to MTU, UCC, MUH, CUH etc When ~90% of survey respond it is worse for them, please take this in consideration and do not pride yourself that ~10% think it is better	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-745	The proposed west-bound bus stop is to be located on the main carriageway directly opposite the busy exit from Roadstone's Classis Location. This a very busy exit for heavy fully laden trucks. The safe exit of these trucks needs more consideration	As the project progresses the specific location of bus stops will be developed.
NTA-C9-757	Traffic should be reduced and cycling infrastructure will not need to be built.	Best practice indicates cycle lanes are required on these routes.
NTA-C9-757	Object to current plans if trees are not to be properly replaced.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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 Corks topography.
NTA-C9-763	A lengthy period of 5 years at least should be allowed to introduce more park and ride facilities and resources redirected into opening these on each of the national roads that enter the city. A period of time, not shorter than 12 months after their introduction, should be allowed to assess the impact and test the increased usage of bus numbers, road traffic reductions, air quality and decarbonisation.	The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-763	Potential land acquisition from gardens should not be necessary	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-769	Green Spaces for Health suggest that the bus shelters servicing the new and existing routes in Cork be designed to incorporate a green roof to support biodiversity and clean air. Green Spaces for Health would be available to input to the design.	Bus shelters will be designed as the project progresses.
NTA-C9-769	Green Spaces for Health strongly support the inclusion of bike lanes that don't solely serve as a means to transit through areas but bike lanes that serve the local community of cyclists including children, families and older people on bikes.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

NTA-C9-775	Object to the cycle lanes in order to stop the felling of 200 trees. Trees help to reduce urban heat	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree 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	<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-C9-778	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. Install 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>
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/coo/.</p>
NTA-C9-796	No transparency around who is designing these routes – who are the architects? What are their qualifications in city redesign? When did they visit the city? What consultation has been done prior to these proposals being laid out?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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.
NTA-C9-824	The bike lane designs are very much an afterthought. Cycling is a social activity. Cycling with young, distractible kids requires close parental proximity. The current bike lane design is way too narrow and instead should be redrawn to prioritise and ensure safe cycling. The provision of a narrow, single bike lane next to four lanes of motorised transport is not attractive to families wishing to move to cycling over other forms of transport. The intersections on the Bus Connect plan for area J, prioritise cars and buses, not bikes. For example look at the proposal for bike connection at Skehard road onto Well road which requires bikes to travel across four lanes; utterly unsuitable for cyclists. Please engage properly with experts here as the cycling plan needs a considerable overhaul.	Cycling facilities will be provided in accordance with the relevant guidelines.

NTA-C9-824	The proposal to widen the road, removing path spaces, mature trees etc, will have drastic impact on the liveability of the communities with the increase in cars and buses are passing through. I think this vision is myopic and still over-prioritises car-culture. We need a more ambitious plan, one that removes private cars from the city centre and instead prioritises buses and bikes. But as we await this culture change, the irreparable damage to communities will be done	Between June 30th 2022 and October 3rd 2022, the National Transport Authority undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-824	Resident of one of the areas proposed for development under the scheme and am fully supportive of an enhanced transport system. I cycle to work while my husband walks or takes the bus. Regularly use public transport both for convenience and conscious of environmental impact of excessive car usage. Fully support a better bike infrastructure. The city could benefit from everyone feeling bike travel is a safe and pleasant alternative.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-826	I am writing my overall support for the upcoming Bus Connects project for the Mahon to City Centre route. I am a resident living on [personal information redacted], with many others in my household who travel everyday by foot, bike and public transport.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-829	Build car parks (attractive ones, with roof-top farms and water features) in various locations for car owners to have their cars, put in place a top-notch, better-than-best practice bus service, with more stops, hitting every stop every 5 minutes (10 minutes MAX), and allow car owners to have their cars at their dwelling only if they have a special licence to do so - e.g. if you are a carer, or a holder of a blue sticker or other (details to be worked out). Everyone gets a bike allowance - grants to be given for pedal bikes, ebikes, messenger bikes, everything on 2/3 wheels is covered. Have bike lanes that can take two bikes side by side so that faster cyclists can pass out easily. And have them continuous and protected. footpaths are widened, benches put in and a LOT more trees planted (the current plans show far (!) more red trees than green ones), with flower beds, green patches, space basically, then this would be a lovely streetscape	This statement is related to building car parks and providing an allowance for ebikes. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-846	Heavy traffic will be diverted from other areas through residential areas. The bottle neck at the end of Boreenmanna/South link will also not be resolved	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-846	Object to street parking being lost in vast amounts. People still rely on their cars and will always need some street parking for visitors, kids being dropped off, delivery drivers etc	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-846	Trees being cut down and environmental impact	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-C9-846	Schools in the area will be affected and the safety of children	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-854	Objection as the communication to the public regarding the BusConnects Programme and resulting public consultation appears disingenuous. Public should be allowed to propose alternatives that are sensitive to the demography, topography, environmental heritage and social fabric of our community, in a considered and genuine manner.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-856	Can I suggest the following: 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)	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 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. 3. Provision of Park and Ride is part of the BusConnects proposals. The Park and Ride project will require the infrastructure proposed in the Sustainable Transport Corridors project to punctuality and reliability of the bus system. 4. It is not clear if this statement to provide one bus lane relates to Boreenmanna Road. The revised proposals include a single bus lane on Boreenmanna Road. 5. It is not clear if this statement to provide one cycle lane (two way) relates to Boreenmanna Road. The revised proposals include a two cycle lane on one side for a section reverting to single cycle on both sides elsewhere.
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>
NTA-C9-904	<p>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>	<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-C9-921	<p>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>	<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-C9-923	<p>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.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-950	<p>Universal Design operates by a set of seven principles defined to maximize accessibility for everyone</p> <p>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 (UNCPRD). Article 4(3) explicitly encourages meaningful engagement with persons with disabilities and obliges States Parties to 'closely consult with and actively involve' persons with disabilities in relation to the development and implementation of legislation and policies concerning issues relating to disability.</p> <p>There is specific obligation under UNCPRD to actively involve DPOs in decision making processes relating to disabled people. Consultations do not have to be limited to DPOs only, and the NDA would recommend as wide a consultation incorporating as many representations as possible, however, including individuals and advocacy organizations instead of DPOs does not meet UNCPRD obligations.</p> <p>The NDA would like to re-iterate that continued, meaningful engagement with a wide range of stakeholders is key to ensuring that services are not only accessible but universally designed.</p> <p>The NDA wish to provide the NTA with useful information and resources to ensure a universally designed bus service which meets legislative requirements and which is fit for purpose for the widest possible range of the public.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-950	<p>Specific engagement with people with disabilities is crucial. 13.5% of the total population (643,131 people) have a disability. The NDA's Code of Practice on the Accessibility of Public Services and Information provided by Public Bodies outlines statutory obligations of public bodies to provide accessible services and information. The NTA has a responsibility under Action 3 of the OPS 2020: Make services more accessible to all [2]. A universal design approach involves examining and reviewing all elements of the service to determine if they are universally designed – easy to access, easy to understand and easy to use for everyone regardless of age, size, ability or disability. Taking a universal design approach includes engagement of children and younger people in the process. [3] Universally designed tools, such as the walkability audit [4] can get as wide a range of people, including children, involved in providing views and feedback. There is no "average" or "ideal" person. For example, two individuals of average height, might have very different arm lengths, leg lengths, and capabilities. Those conducting Universal Design seek to consider human variability in their work and produce designs that work equally well for everyone- the NDA encourages 'sampling the tails' when seeking out input and feedback from the public.[5] The NDA request the NTA facilitate an inclusive and accessible consultation process on Bus Connects so a diverse range of users, including persons with different disabilities can participate. There was no information of how to make a request for accessibility arrangements for attendance at any of the forums on the BusConnects website. There are requirements under the Code of Practice on Accessibility of Public Services and Information Provided by Public Bodies which requires that public bodies provide information in accessible formats to the public and has a mechanism in place to request alternative formats of information provided. The Irish Sign Language Act 2017 places an obligation on public bodies to ensure interpretation is arranged for persons who cannot hear. Specifically engage with persons with disabilities who are not currently using public transport services to capture any previous experience they may have had of public transport and the reasons why they do not use public transport. Good communication needs to be in both directions, that consultation includes advising the public on how their input and feedback has been considered, used and applied. This can help the public feel more included in the process and can diminish feelings of frustration and being ignored. The Customer Communications Toolkit for the Public Service - A Universal Design Approach. helps public bodies to produce universally designed written, verbal and digital communications that can be easily accessed, understood and used by everyone. The Design for All – Accessibility following a Design for All approach in products, goods and services – Irish standard EN 17161:2019 may be useful. This standard specifies</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>

NTA-C9-950	<p>DPOs and persons with disabilities must be consulted in any redesign process. It is vital that both the interior and exterior of buses can be seen and recognised by persons with disabilities engagement and consultation will be vital to ensure any re-design does not disadvantage persons with disabilities. Engagement with persons with disabilities and DPOs can prevent unnecessary expenditure on unsuitable designs. Consideration should be given with regards to road works being done which will result in infrastructure changes such as temporary pedestrian pathways/crossings, moved bus stops etc. NTA should provide accessible and up to date information in accessible formats in order to ensure that disruption to persons with disabilities' transport needs. NTA should reach out specifically to DPOs in the area to assist with dissemination of information. The NDA advises all NTA staff should complete disability awareness training which will give staff a greater understanding of disability, of the barriers persons with disabilities face, and providing information and services to passengers with disabilities. Importance of provision of accessible parking spaces close to local amenities and services. Accessible parking spaces should be designed according to the specifications detailed in the Building for Everyone: External environment and approach guide. The NDA also wishes to stress consideration of the following :</p> <p>Publication of a strategy on the BusConnects Cork website detailing how the NTA will ensure that every element of the Cork Metropolitan Area Transport Policy and the BusConnects Cork initiative will meet the needs of persons with disabilities and older people. Commitment to adopting a universal design approach and implementing this approach in future developments of the BusConnects Cork initiative. A universal design approach means examining and reviewing all elements of the service against the seven principles of universal design to determine if they are universally designed. The design and procurement of certain products and services must comply with EU Directive 2019/882 on the accessibility requirements for procurement of products and services and in particular for information and communications technology to be accessible for people with disabilities (harmonised standard EN 301 549. For all stops and stations, consult the European Standard EN 17210:2021: Accessibility and usability of the built environment which details functional requirements for bus and coach stops. Summary</p> <p>The NDA is happy to meet with the NTA and BusConnects Cork to discuss ensuring a universal design approach in greater detail. The NDA is looking forward to continuing to work with the NTA to develop and implement integrated universally designed public transport services.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-950	<p>A Disability Impact Assessment of the proposed plan should be carried out. 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 spoken on wheel. And this plan is a repeat of this failed thinking. Communities all along these routes do not live their lives going into the city centre only. In reality the vast majority of people conduct their activities within their local areas and neighbouring communities.</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 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>
NTA-C9-956	<p>Noise pollution is dampened by the existence of plants, gardens, trees and stone walls that are there today.</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-C9-956	<p>The removal of mature trees will have a negative impact on the area and increase noise pollution.</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-C9-969	<p>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 .</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-C9-975	<p>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.</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-C9-994	This will lead to a deterioration of an issue which already is at a crisis level. For this plan to be sustainable traffic management has to be a consideration	Traffic management measures are included in the proposals. The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1000	Improved public transport is absolutely crucial to tackle our chronic over-dependence on cars. There are some localised negative impacts associated with this proposal, but we will benefit as a whole from its implementation	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1009	Issuing letters to residents when many were away on their summer holidays certainly made it more difficult for us to provide an adequate response. It is also very concerning that the text relevant to the proposals for Well Road on the BusConnects-Cork Book K – Kinsale Road to Douglas, fails to mention the fact that all Northbound traffic will be prevented from progressing up the Douglas Road, but instead is to be diverted up the Well Road. This fact was only contained in Book I - Maryborough to City, which was not provided to us. We believe this fact alone means the communication process has failed to be adequately robust and as such the process should be abandoned.	Noted
NTA-C9-1013	Full solid segregation of cycle lanes in all locations where possible.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1013	Please adopt Dutch standards with regards to junction design and not mishmash designs as can be seen throughout the plan that still prioritises cars.	Junction designs will be developed further as the project progresses and topographical surveys will be used to inform the next stage of design. Additionally, detailed tree and traffic surveys to gather data that will also be used to inform the next stage of design.
NTA-C9-1013	Junction radius kept tight to slow vehicles.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-1013	I would strongly implore that Bus Connects (BC) ensures that traffic cameras on buses as well as enforcement of bus lane violations are included within the plans for the corridors so that they can operate both safely and efficiently.	Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.
NTA-C9-1013	Priority timings at crossings for pedestrians. Currently, there are waits of up to 4 minutes at certain junctions around the city and surrounds	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1013	These plans, while not perfect, offer the chance to snatch back highly important corridors for the sake of the entire city while creating improvements to the noise, air quality, road safety of areas and improved transport links.	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-C9-1023	Smaller buses for off peak times. Just have one wider bus lane in certain areas.	Work on the pinch point area's where the traffic is congested.
NTA-C9-1023	More park and ride facilities are required.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1023	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.	New Park and Ride sites in key locations form part of the BusConnects Cork project.
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	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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	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	Noted
NTA-C9-1028	The strategic process in moving to electrified vehicles should have taken the opportunity to redesign buses that are a more appropriate width/size for existing streets	This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-1028	A significant issue in the city is the complete breakdown in how yellow junction boxes are used by the public and completely unpoliced by the authority.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-1028	The primary reasons for traffic congestion is the city centre, and the glaring absence of the long promised park & rides	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1034	Signal controlled traffic lights with buses having right of way will seriously impact access to property causing major safety concerns.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1034	Signal controlled traffic lights with buses having right of way will seriously impact access to property causing major safety concerns.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-1034	Amount of property to be cp'o'd is extensive including trees etc. in the surrounding environment	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPo process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
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 mature trees, which of course provide vital environmental benefits in terms of climate change, should not be sacrificed	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1057	More emphasis should be placed on the main form of sustainable transport, i.e. walking. Radial walking routes to the Centre from the suburbs suffer from narrow, uncomfortable and even unsafe footpaths.	Upgrades to footpaths to improve their width, surface and continuity are proposed.
NTA-C9-1057	Has transport modelling or census travel data been analysed to project the use of the bus corridors?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1059	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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1064	I'm fully supportive of an enhanced public transport system serving the city and hinterland	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1066	The approach taken by the consultants was to look at routes in isolation. Any future program must consider the holistic system, not just "routes" in isolation.	The STCs are being developed in a co-ordinated manner with all routes developed and published together. No routes are developed in isolation.
NTA-C9-1076	Noise pollution from the ongoing road works and ultimately from the extra traffic, due to added traffic lanes	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1076	The risk of subsidence from the works	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.
NTA-C9-1076	Wider roads with extra lanes will lead to faster vehicular speeds. Also the extra traffic being diverted through large communities and school areas is a safety hazard	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-1078	Why have Cork city hall decided relinquish all power to NTA in Dublin? Local autonomy and decision making with local input have all been removed.	Cork City Council are actively involved in this project. The proposed Sustainable Transport Corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in conjunction with Cork City Council and Cork County Council, which seeks to increase the number of people using public transport in Cork fourfold by 2040 and 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 be 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.
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	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.
NTA-C9-1146	More data is needed for the plans on how traffic would operate	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1148	The problem with buses in Cork if 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	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. The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-1234	Objection to the removal of flora and fauna, trees and hedgerows	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1234	Objection to removing about 700 trees from Cork city	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.
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	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-C9-1248	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 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	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. The removal of some on-street parking/loading spaces will be required to facilitate the construction of the scheme. The design teams sought to minimise this impact as much as possible and identified opportunities to provide replacement parking/loading spaces.
NTA-C9-1298	Concern over increased traffic volume in residential area	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1298	Concern over increase in pollution	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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.
NTA-C9-1322	Active travel is a good thing but the geography of Cork City does not entertain active travel on a vast scale. Our weather is also very problematic and does not encourage one to get on a bicycle regularly enough to justify the cost of implementing cycle lanes on every street. There needs to a discussion on active travel in Cork City and how best to overcome the weather and the Geography of the landscape in which we are trying to create a desire for the people to take up.	Noted
NTA-C9-1322	To spend €600m in the way that it is been proposed to be spent is a sin and a waste of tax payers money. I am of the firm belief that some proper meaningful dialogue with the Elected Public Representative would yield favourable results and in my view save upwards of €300m while at the same time achieve the ultimate goal.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.

NTA-C9-1322	<p>It is my view that the current emerging plans are not sympathetic to the current streetscape and residents concerns and I believe and feel that there are simpler less costly ways of achieving the ultimate goal.</p> <p>1) Let's keep in mind that Cork City is a Medieval City and its current road network was primarily narrowly built back in the day for the Horse & Cart mode of Transport</p> <p>2) Would encourage creating a bus network that fits into our current streetscape as opposed to creating a streetscape to fit a bus network. An example of this would be Route G. The General Population of this area do not want a bus route that will create the upset and problems that it will cause for those who live on the proposed route.</p> <p>3) The alternative must be to create a bus network that fits into the current streetscape with No Loss in Parking No CPO's and No Mature Trees been felled. All that would be required are bus stops along the route.</p> <p>4)The best way to achieve this is to introduce a one way traffic flow system inbound with if needed smaller 33 seater buses. The outbound trip can be directed one way through Friars Walk via Pearse Road and back onto Pouladuff Road. The outbound trip will embrace more residential areas which will encourage people to use the bus which is the ultimate goal for Public Transport.</p> <p>5) A scenario similar to the different approach been suggested above can also be brought into consideration for the other 11 emerging routes under consideration and will in my view remove adverse opposition and encourage the people to come on board and embrace rather than oppose upset and/or obstruct any future construction.</p> <p>Let us work together and do some simple things right for once instead of overthinking and overpending on the 12 proposed routes. In my book there is no need whatsoever to overthink or overspend on BusConnects.</p>	<p>The proposals are at an early stage of development. The proposals have been revised to reduce the extent of road widening involved. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p> <p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solution.</p>
NTA-C9-1322	<p>I closely watched bus services 203, 205, 206, 207, 126, 116, 220, 220X, 223, 223X, and the 226 as they drove along their respective bus routes both inbound and outbound. None were severely delayed and drove along the chosen routes without any great hindrance or delay. There are pinch points that have the potential to cause a delay but only a slight delay at best. A little bit of taught plus some simple measures or traffic management measures can very easily address these pinch points. I would encourage that the Bus Drivers be surveyed with regard to the current routes the Pinch Points and possible solutions.</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.</p>
NTA-C9-1322	<p>In general and in the overall scheme of things traffic flows reasonably well throughout the City Centre and the suburbs. There are exceptions of course during Peak Times, School Traffic and of course our multiple Yellow Box Offenders. Better Traffic Management On the N40 by TII is needed when an incident occurs.</p>	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include 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 taught/focus on our traffic management one way systems and enforcement (at yellow box junctions) will all help in the long run without causing too much upheaval within the communities.</p>	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1322	<p>Cork City is a Medieval City with a road network that is in itself unique and complex. It is most important that any plan will need to be very sympathetic to the streetscape and the residents who live on the proposed routes.</p>	<p>Noted</p>
NTA-C9-1322	<p>The proposed felling of mature trees is very concerning. The NTA say replacement trees will be planted. It will take 60 to 100 years for these to reach maturity and therefore will not have the desired effect on climate change that our current mature trees currently provide.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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>
NTA-C9-1324	<p>I am entitled to park outside my own front door.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-1324	<p>Concern over cars driving at a speed up the road and no speed bumps in place</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-1333	<p>Would increased bus frequency, with real time bus timetable that is accurate, along with a much larger connected cycle network a more suitable option</p>	<p>The BusConnects Cork project proposes increased bus frequency. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.</p>
NTA-C9-1333	<p>Near where I live these proposals will do little to reduce traffic especially peak morning traffic around schools.</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-C9-1333	<p>I don't know how attractive cycling would be along full cross section of 4 lanes.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-1333	<p>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</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-C9-1333	<p>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.</p>	<p>Supporting measures to ensure compliance with the measures proposed will be required.</p>
NTA-C9-1333	<p>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.</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-C9-1350	<p>Objection to the removal of parking spaces to make way for buses and bicycles</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-C9-1350	Objection to potential land acquisition of front gardens	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-1350	Concern over reduction in privacy for residents	It is difficult to respond to this statement without knowing more detail on the specific concern. As a general point where land acquisition is required, the NTA will engage with the relevant landowners to seek to agree measures, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, access, and landscaping treatments. 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.
NTA-C9-1370	Preserve the medieval heritage of the city, the old walls, and mature trees.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced. The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. As the scheme design progresses the design will seek to retain as 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-C9-1370	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.
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.
NTA-C9-1376	As a public representative for the south east of Cork city, the amount of letters I have received has been huge. At the outset I do acknowledge the need for improving the future of the city's public transport. 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. Cons 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 flying, knocking on doors and hosting a multitude of public meetings – many on the side of affected roads. In this process the powers of local public representation are very limited. But in essence I have had to do the communication work of the NTA. Having a public consultation in mid-July led to many local people just becoming aware of the proposals when they came back from holidays in early September. The obligatory ads on bus stops and in newspapers gave nothing of the depth of the details in the proposals and I would deem such ads to be very tokenistic to the consultation process. The info meetings in Nemo Rangers for the bus corridors in my area led to further feedback around the lines of the NTA "don't know what they are doing". The engineers who were present were not briefed enough on how to temper the public frustration. I remain adamant in my call for the communication team to resign or be completely root and branch overhauled. The one-off community forum meetings, where resident groups, could have one minute to speak and share their perspective were also very disappointing and very tokenistic. Pros I received some positive feedback from the zoom meetings concept between landowner and NTA representatives Suggested improvements The overall feedback I am getting is that because of the scale of the proposals, the NTA should have offices in the heart of affected communities, so people can meet people face to face as these dramatic proposals are being negotiated over the next two years. If the NTA are I completely welcome the upgrade in footpaths along all routes. Majority of footpaths are too narrow or don't exist at all.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-1382		Noted
NTA-C9-1385	Objection to the removal of mature trees	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-1385	Objection to potential land acquisition of resident's gardens	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
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.
NTA-C9-1413	Objection to the removal of trees	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1416	In general I am pro transit, cycle, bus lanes, restriction of car traffic and provision of alternative options.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1424	It is not made clear whether there will be bus routes outside the 12 BusConnects corridors. If not, the plan will leave large areas of Cork without easy access to public transport. Retaining the city orbital routes (e.g. 219) allows east - west travel (e.g. Mahon to Cork University Hospital) without the need to go through the city centre or change buses. The proposed frequency of services is not sufficient - it needs to be every 10mins on all routes, not every 15mins. The main issues that prevent people using buses are the cost and the unreliability/infrequency of services.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-1424	The proposed road widening to provide 2 lanes each for cars, buses and cyclists is not feasible in many older areas of Cork city without significantly altering the character of the built environment, affecting landscape and heritage sites in some locations	The initial proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-1424	Concern over cycle lanes just stopping on the plans, with obvious plans to make cyclists walk across pedestrian crossings to access safer road space. This can leave cyclists in dangerous positions	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1424	The proposed road widening will involve losing small areas of green space (gardens, verges) and replacing them with tarmac or concrete which increases the risk of surface water flooding	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1424	Objection to the removal of trees many of which are not scheduled for replacement along the new road layout	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1424	I fully support the intent of this scheme to improve active and public transport in Cork and am delighted to see expansion of cycle lanes, the provision of more park & ride schemes and zero-emissions buses	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1433	Bus transport in Cork is unreliable and does not have the required priority over private transport which would make it faster and more attractive than driving. Making public traffic easier and faster will ensure the modal shift in behaviour.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1440	I support the BusConnects plan.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1449	There should be way more cycle lanes in the city centre and suburbs	Noted
NTA-C9-1449	There should be way more cycle lanes in the city centre and suburbs to reduce the number of cars. Nimbysism 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	The proposals, and associated land grabs, will have detrimental health impact for residents. Bringing the transport corridors closer to the houses brings noise, vibrations and fumes closer to the residential properties. It goes without saying this is not conducive to the health and well being of the residents. There is also a significant impact on the mental health of residents who have been living under the threat of this plan for over 3 years. The proposed CPO of significant portions of the front gardens on the road will remove a large amount of mature trees and greenery on the road. The new addition of the unnecessary cycle lane through the Pres Sports Fields further exacerbates the issue, removing further green areas and access to main green area where local children play, and more mature residents use for safe walks. The School boy lane cycle path, located only a few meters away highlights the folly of this plan.	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. 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. The proposals for Pres sports field have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
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.

NTA-C9-1457	The proposed land acquisition is both hugely impactful on the home owners, but given the topography of Wilton Road will not resolve the transport issues.	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-C9-1458	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. The current route for the airport bus is historic, predating the N27 link road. 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	This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-1458	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. 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. 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.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1464	Attached is a petition from the residents of Grange Avenue re the proposed Bus Connects plan which will in its current format have a detrimental effect on the residents of this park who have previously cooperated with previous bus lane implementations and now find themselves affected again detrimentally.	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-C9-1466	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	I support the proposal to develop public transport corridors in Cork. A number of important points: - a large increase in the fleet is required, particularly to get a return on the level of infrastructural investment planned - all bus stops should be sheltered for the convenience of passengers - the real time information (at bus stops and the app) is unreliable and requires addressing ahead of this project - the proposal for improved cycle and pedestrian facilities is very welcome - given the substantial cost involved in land acquisition to develop the corridors, it is important that only land that is strictly necessary be acquired - all proposed corridors are focused on the city centre. Has consideration been given to developing corridors for the orbital routes, particularly focusing on the colleges, CUH and the suburban district centres?	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1479	Could bins for cigarette butts be put at all bus stops?	The design of bus stops will be developed as the project progresses.
NTA-C9-1480	I support Bus Connects. It will make transport more sustainable and timely around the city. It will also help fight against car dependency across the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1486	In addition, you are proposing to demolish the wall on Wellington Road between Military Hill and St Lukes cross. Is this really necessary? How long has that wall been there? What happens when the traffic gets to St Lukes cross, will you also knock the butchers shop?	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1486	The proposed scheme will take away all on street parking in my neighbourhood, where am I supposed to park, can you give me a reasonable alternative? Where will the post van park, where will any courier or delivery van park if something has to be dropped in? What about an ambulance or other emergency vehicle? If I have any minor work being carried out on my house or garden where will the workers van be parked, plumber, electrician, painter, they all have tools and equipment which cannot be carried from an unnamed mystery spot?	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1488	I am writing to you as I'm objecting to the proposal by the NTA to remove 8 trees on North Link Road/Leitrim Street (outside Heineken Brewery).	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1492	Rerouting of general inbound traffic through Belair Estate to travel via Wallace's Avenue and potentially Ballinlough Road would be detrimental to the local communities.	The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1492	I'm concerned at the clearly visible impact of widening Boreenmanna Road and significantly impacting on the environment of the area and public realm. Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.	The updated proposals for Boreenmanna Road have significantly less impact on the trees/environment.
NTA-C9-1492	The general widespread removal of parking provision would result in the relocation of parking to neighbouring housing areas and is contrary to community objectives such as the provision of home zones where children play on streets and green areas adjacent to carriageways.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1492	Cross-sections would include 1.5 meter wide cycle lanes adjacent to bus lanes measuring 3.0 meters in width, which is not appropriate for safety reasons and doesn't allow for cyclists overtaking cyclists. This includes Boreenmanna Road and the Maryborough route.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-1498	Their house is already close to the road and to the existing bus stop. This already creates noise, particularly at night time and they have had incidences of anti-social behaviour and vandalism associated with the bus stop at night.	Incidences of anti-social behaviour and vandalism are matters for An Garda Siochana.

NTA-C9-1498	however, they are extremely concerned about the impacts that a possible take of 4 metres from [personal information redacted] front garden will have on their amenity space and their privacy.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-1498	The 'information pack' which was delivered to the house needs interpretation and explanation as it is quite a technical document for those unfamiliar with technical drawings and legal processes such as CPO.	Noted
NTA-C9-1513	Has any analysis been done on traffic flows? Simulations? Predicted traffic flows post implementation of bus corridors? Before any works begin, please baseline air quality and conduct a H&S review of real traffic management in the area.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1520	I have an autoimmune condition which affects my joints, for this I take medication that suppresses my immune system and makes me more susceptible to infections like Covid-19. The pandemic meant that I could not take public transport and cycling was and remains my lifeline, both to allow me to avoid crowded public transport and also to strengthen my muscles, which benefits my joints and allows me to retain and improve my mobility and general health. Cycling infrastructure is a disability rights issue.	This statement supports the aims of the project.
NTA-C9-1520	Road widening -particularly when it retains 2 lanes of car traffic (or more). Children shouldn't have to cross very wide streets, people shouldn't lose gardens or trees just for the sake of accommodating cars when there are other alternatives.	Noted
NTA-C9-1520	Better public transport, cycling and walking infrastructure are issues of social justice, and these issues were rarely brought up in the talks that I attended about BusConnects.	Noted
NTA-C9-1520	Car related pollution is also a source and compounding factor of disability, particularly affecting those with lung and respiratory conditions.	This statement supports the aims of the project to provide safe, accessible, and efficient alternatives to car journeys
NTA-C9-1520	My neighbours' gardens and mature trees to be removed to make more space for cars.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1520	People under 18 cannot get driving licences, nor can people who are undocumented. 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. 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. 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.	This statement supports the aims of the project
NTA-C9-1520	Just as disabled people are disproportionately affected by enforced deprivation, so are one parent households. 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.	This statement supports the aims of the project
NTA-C9-1520	When making a decision on public transport, please consider those whose voices aren't the loudest, the people who didn't make it to the consultations or who cannot send a submission... like children who would like to go to cycle to school, those without IT literacy, who have a learning disability, who don't speak enough English or have enough time to participate in a change that has the potential to massively improve their quality of life.	Noted
NTA-C9-1520	Good quality and accessible walking infrastructure, that prioritise people walking or wheeling (if using a mobility aid), with frequent crossings that prioritise them, not cars.	This statement supports the aims of the project
NTA-C9-1520	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.	This statement supports the aims of the project
NTA-C9-1520	My neighbours' gardens and mature trees to be removed to make more space for cars.	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-C9-1520	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	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. 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.	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	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). 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.	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.
NTA-C9-1586	There is no evidence of meaningful consideration of environment, ecology, or heritage; or of the historical and organic development of the districts involved.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1586	There is no evidence of meaningful consideration of environment, ecology, or heritage; or of the historical and organic development of the districts involved.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1586	The central problem with many of the proposals for the city and environs is that they lack the kind of checkable evidence about why particular conclusions have been drawn Why are there no references to accessible relevant studies? How can we make a genuine assessment of something so vague? Was it actually the intention to give us as little information as possible to citizens involved in this 'consultation'?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1611	Companies have been employed to draw up plans for a City they know nothing of - This is evident from some of the cycle routes that have been suggested	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1611	It is grossly disrespectful that residents needs and rights are being totally disregarded to facilitate people who are passing through the area. Another objection I have is that American and Dublin based companies have been employed to draw up plans for a City they know nothing of.	Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-1611	Also my understanding of these proposals are to better the environment yet existing green spaces are being uprooted and people's own oasis are being subjected to CPOs.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI)'s guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ . 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-C9-1617	currently there is No bus route serving people living on Lower Fairhill. Number 203 could come through Blackpool up towards Neptune make a right up Fairhill and return to its normal route to parklands. This service could be run on every third bus running. Children could get on the bus at the North Mon and St Vincent's. Reducing the traffic on the hill.	
NTA-C9-1631	Firstly this page was an extreme ordeal to enter and navigate, in no way friendly for older generations and people not comfortable with computers.	Noted
NTA-C9-1640	If we are to CPO land or widen roads let it only be to provide for a footpath or cycle path- not to allow the creation of more lanes in that road	The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-1640	For roads where traffic is chaotic let there be buses only between the above times or select key bus routes and designate them as bus only for specific times (with the exception of resident passes for those living within the inner-city area to allow them go to/from work, etc).	Noted the proposals include bus gates as outlined. A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located.
NTA-C9-1640	Trying to solve Cork's transport issues by turning many of our street into six laned highways will destroy the character and sense of community in our city.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1640	Trying to solve Cork's transport issues by turning many of our street into six laned highways will destroy the character and sense of community in our city.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1649	During construction please provide a phone number where management can be contacted if contractors start to cut down more trees than planned.	If the project is successful in obtaining planning permission proposals to manage the construction stage will be developed.
NTA-C9-1657	It appears that an examination or survey of traffic flow was not performed before the Bus Connects Cork proposals were published.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1658	I fail to see how breaking up these routes, by requiring a bus change in the city centre somewhere, would improve overall connectivity. I would be concerned that routes not on the STCs might be reduced in frequency or lose out altogether, such as the 216 bus (CUH to Monkstown) which serves Glasheen Road, or the 214 bus.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-1658	cycle lanes should always be two-way lanes on one side of the road, rather than a cycle lane on either side of the road.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1658	One parking space should be removed every 100 meters or so in the city and replaced with a space for multiple e-scooters, to encourage this environmentally-friendly mode of private transport in our hilly city. In the inner suburbs, parking permits should be restricted to residents only.	Noted
NTA-C9-1658	The whole transport network in Cork could be renamed "COMET" (Cork Metro Area Transport) and once complete, a publicly owned entity should be set up by the city (and county) council to run public transport in the metro area, as happens in most European cities Congestion charges should be introduced for private transport in the city at peak times (7-9 a.m., 5-7 p.m.), starting at a zero rating for cars with 3 or more occupants and rising to a full charge for single occupancy vehicles..	This statement outlines proposals for managing the transport network. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-1658	he NTA and the council should complement this by developing far more Park & Ride facilities in the city.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1658	I am broadly in favour of the routes as designed as they offer an exciting alternative to the current gridlock that is destroying the city and choking its economic and social potential.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

NTA-C9-1659	I understand that letters only sent to homes with CPOs and the submission process is difficult to find and not completely straightforward. I also have concerns that the public information sessions were held in the middle of summer when many were away, and only non-specific information was shared with residents	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1664	The city centre is flat but for example Donnybrook hill and Maryborough hill on routes K and I, and also on most of the north side of Cork city, the hills are too steep and off-putting for the majority of people to cycle. I don't believe that adding more cycle lanes will change this.	Ebikes are increasing in popularity and greatly assist the challenge posed by Corks topography.
NTA-C9-1664	I would rather see more quiet ways used for cyclists, which is safer for them and also reduces the need to widen roads even further. I believe these are used successfully in other countries and cyclists can avoid the main roads. There has to be a better alternative to the amount of destruction in these proposals.	The revised proposals have included more Quietways which has reduced the direct impact of the proposals.
NTA-C9-1664	We should try to improve the existing bus service before drastically changing anything like cutting down trees, taking people's gardens, removing residents on-street parking and turning local roads into motorways with increased noise and concrete.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1669	This plan will lead to severe noise pollution to our property in terms of bus lanes operating 24 hours	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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 Trees in Cork as far as we can see, a total shame that these would have to come down	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1670	I am also opposed to the unwarranted removal of trees elsewhere in the city	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1673	I welcome the new ticketing electronic system, interchange for free, 90-minute single fare proposals, cashless payment systems, reductions in public transport fares, transition away from diesel engine bus fleet to zero emission electric bus vehicles, improved electronic real-time signage and displays, and a new network of modern bus stops and shelters (only where existing space permits)- all of this is to be supported and rolled out as soon as feasible. Jarrett Walker from the US were engaged to consult on the development of the revised public transport network and bus network redesign. Whilst they are highly experienced in public transport design in a North American context, they have never designed a plan for a city with the age, topography, geography and physical constraints of Cork. When the participants were surveyed regarding the new bus network proposed, only 15% felt the new network was an improvement and just over 50% felt the new network was worse This means in these commuter areas, it will now take longer to walk to the dedicated bus corridor and potential patronage will be undermined. future predicted guess for the average journey time is 14 minutes. No modelling to confirm this has been performed by the NTA and this 14-minute journey time is based on assuming no bus delay at lights, junctions, and the shortest possible delay at stops for passengers to alight . I outlined earlier that the bus network redesign favoured shorter waits over shorter walks.	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-C9-1673	I welcome the new park and ride facilities	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1677	I would like to voice my support for the proposed 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-C9-1681	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.	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.
NTA-C9-1683	Expression of support for BusConnects plans for cork to allow an integrated and reliable bud service citywide	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1689	Adding to noise pollution.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.

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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.
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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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 public transport	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1728	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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.
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	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.
NTA-C9-1749	it is concerning that the plans necessitate the culling of 200 mature trees.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.

NTA-C9-1749	I support the intent behind the Bus Connects proposals. It is vital that we democratise our road space so that pedestrians, cyclists and public transport users can better, and more safely, move across our city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1750	The present transport is based on people making their way to the designated bus stops, it does not take into consideration the journey from a persons house to reach the bus stop. A localised Bus Service between both depots that would service the various estates in Ballincollig would be most welcome. By Creating the Bus Terminals it would eliminate the need for Buses to be chasing each other through the Town as is the current situation with some buses empty and others with small numbers of passenger	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-1752	I object to the proposals for the Grange road proposing car/bus and cycle lane	Noted
NTA-C9-1753	If buses were more reliable on a general basis then traffic would automatically reduce.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more 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.
NTA-C9-1756	has a carbon balancing exercise been undertaken to see how the provision of these 'sustainable' transport corridors will affect the area and the environment, and checks done to see how it balances with other less intrusive options? And has that exercise been done against less environmentally intrusive options (e.g. keeping the width of Boreenmanna road as it is), to verify that the emerging preferred option is the most sustainable?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1775	The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS. Based on the indicative route, its construction would re-direct significant cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout at the east end of Ballincollig coordinates (51.8916199, -8.5684391) and the Carrigrohane Road.	CMATS outlines the BusConnects proposals and the Northern Distributor Road amongst other infrastructure are required to support the development of the region.
NTA-C9-1788	The main issue preventing people using this bus *207, is that it only runs every half hour which should be increased to every 20 minutes.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-1788	strongly oppose your proposed 'sustainable public transport network for the Cork Metropolitan region	Noted
NTA-C9-1788	I have never been stuck in traffic along the areas which you have planned to fell mature trees and knock beautiful walls.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1791	Introduce more Park and Rides across the city.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1791	Data collection on the number of car owners, non car owners, those with a mobility issue, driveways in the area should be carried out.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1800	The Cork City shared bike scheme is currently of limited use because the bike stands are spread across the city centre only. By extending the scheme with stands in Blackrock, along the Marina, Tramore Valley Park, Ballyphehane, the Lough etc. this would allow people for example to choose a 10 minute bike ride over a 30 minute walk.	This statement relates to the public bike hire scheme. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-1800	I would like to see the island in Cork between the river channels completely car free, with people travelling to the city by bus, bike or foot, or leaving their cars at car parks or park and ride facilities away from the city centre.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1800	pedestrian crossings, with traffic lights that are timed so that pedestrians rarely have to wait long, while cars have to wait longer Cars can also use the streets but they have to travel very slowly, due to speed limits and to having to stop for pedestrians.	Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.
NTA-C9-1800	I welcome the proposed changes which I hope will make the Cork bus system a realistic alternative to driving in and around the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1805	.Don't remove trees and mature gardens to widen roads as we face into a biodiversity crisis!	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1805	Impose meaningful speed checks if you want a simple way of improving safety for cyclists and pedestrians. Incentivize e-bike usage and car-pooling to reduce peak traffic.	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors
NTA-C9-1810	I think many of the aims of the Plan could be achieved by better maintenance of existing infrastructure; footpaths, Pedestrian Crossings with Audio Signals, Raised Crossings, enforcement of Speed Limits, maintaining Cycle Lanes, cleaning the leaves etc	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1810	I would have a lot of concerns around the poor segregation of Cycle Lanes from Footpaths as proposed. Shared spaces always disadvantage the Pedestrian.	Shared spaces are relatively small and segregated facilities are generally proposed on the Sustainable Transport Corridors.
NTA-C9-1810	There has been very little consultation with Local Communities. People who live along the route know where the traffic issues are and should be listened to.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a 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.

NTA-C9-1811	Finally, a comment on compensation. CMATS (CMATS_Exec_Summary_WEB_2.pdf (nationaltransport.ie), p.32) indicates a Net Present Value to the overall strategy of €3.5 bn. The benefit to the community exceeds the costs by a ratio of 2.48:1 (€5.7bn v €2.3bn). However the costs are not evenly distributed, they are borne by those who will lose part of their properties and those who will have their local communities adversely affected. The former are offered CPO rates of compensation but, unlike the purchase of agricultural land, the CPO rate for part of a home is probably a considerable underestimate.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Where land acquisition is envisaged, the NTA will engage with the relevant landowners to mitigate the impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/
NTA-C9-1811	the Bus Connects Cork Sustain Transport Corridors document fails to provide anything like the level of information on the benefits of the scheme that would convince us that this is the best option for the community.	The project is at an early stage of development and subject to change to reflect the input received during the public consultation process. A business case will be prepared to document the benefits of the project when the proposals have been sufficiently developed.
NTA-C9-1811	My understanding is that the NTA has disclosed that it hasn't carried out: * a local environmental impact survey * a health and safety survey * a modelling of current and future traffic flows, at least on some of the routes. Consequently * an estimate of the reduction in Greenhouse Gas and other harmful emissions.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1812	I support the proposed bus connects programme for Cork. I support public parking spaces being removed to make it easier for everyone to move around. I support dedicated bus lanes.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1814	As a general comment overall this process will have a significant negative effect on our overall mental health and wellbeing. We will certainly no longer feel safe in our home should these plans go ahead.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1817	, I ask that the stone, brick and other materials in the walls and other objects that are being removed be cleaned and preserved for reuse in the future (even in the proposed new layouts). The limestone walls around Cork are part of our heritage. Even if the materials are not used in the proposed new plans, they should be retained and made available to Cork building projects.	where land acquisition is required, the NTA will engage with the relevant landowners to seek to agree measures, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, access, and landscaping. Where boundary walls are required to be realigned or replaced this will be undertaken in a manner that is sympathetic to the character and heritage of the area. Walls, fencing and entrances will be restored on a like for like basis.
NTA-C9-1818	Retention of old walls should be 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 be achieved wherever possible however I understand this is not always possible	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-1818	I think the BusConnects Cork plans are a step in the right direction. The connected cycle network is vital and I am delighted to see it. I think the plans are vital for younger generations that will grow up in a culture of cycling and using the bus and something more in line with our European neighbours who we often praise.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1822	As a motorist, cyclist and user of public transport I approve of the proposals	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1832	I have received numerous complaints from locals, particularly on the North side of Cork City about the lack of public consultation. I appreciate the deadline was extended but believe that a greater emphasis should have been placed on meaningful engagement with residents.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1832	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.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1839	Why is all the emphasis on providing cycle lanes? Much more people walk in the city than cycle yet their needs are being ignored.	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-C9-1839	why are existing pavements around Cork not being maintained and repaired?	Maintenance and repair of existing facilities will be required.
NTA-C9-1850	Routing cyclists and e-scooters, along the inside of 12 tonne double decker buses is not safe. This is not proper segregated cycling infrastructure. 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?	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1850	Despite being touted as a public transport project, it is clear that this is nothing but a heavily greenwashed road building project. It is 93km of roads, in 2022, in a climate emergency in small, old city. 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. Because of induced demand, if you build more roads, you will get more traffic. It is inevitable	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.
NTA-C9-1850	The current bus connects proposal also demonstrates a lack innovation, imagination or any apparent competency in road design. Instead Busconnects is largely a one size fits all solution, for every road, in every neighbourhood irrespective. 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. Everything has to go down the one road, bikes, scooters, buses, cars, lorries, vans and trucks.	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.
NTA-C9-1850	The fact that an allegedly green sustainable transport project, in 2022, proposes removing 1404 mature street trees is mind boggling. 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. 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. 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. 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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.

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. On the existing plans, the number of new trees planned does not match the number of trees removed and for the Toghher 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. And a new tree is not the equivalent of an old mature street tree. I wouldn't think there is a single cyclist in the city that would want street trees removed to accommodate them. They might suggest removing some of the cars instead.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1850	<p>The recent trial in Germany which gave heavily discounted monthly rail card €9 was a huge success and the extra journeys are estimated to have saved 1.8 million tonnes of CO2, from this one action alone.</p> <p>Look at how effective the free school bus project has been this year. Overnight, the system was hugely oversubscribed and parents who never sent their children to school by bus before did, just because it was free.</p> <p>Cork City bus services should be free to anyone in a primary or secondary school uniform. And it should be available to all citizens at heavily subsidized rates, around €1cash or €0.50 with a tao 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. 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 taken "into account". There are no traffic studies available, no environmental assessment impacts available, there is no assessment of the impact of the loss of trees and green areas on biodiversity, flooding, air quality, mental health.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1852	<p>It will remove a significant portion of my front garden and make my commute more complicated so that I will now in fact spend more time in the car.</p>	<p>The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.</p>
NTA-C9-1852	<p>What about the businesses with frontage on these roads? How have their customers and deliveries been catered for?</p>	<p>The proposals are seeking to make it easier for customers to walk, cycle or use public transport. Accessibility by car will still be available for deliveries.</p>
NTA-C9-1852	<p>You need to plan for removing peoples dependency on the car and not by destroying the fabric and character of the areas in which they live.</p>	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p>
NTA-C9-1852	<p>How many additional people around the greater Cork area will now be enabled to ditch the car and take a bus or bike to work? Not very many I would propose. I fail to see how people who have to drop/collect kids at schools and creches etc. can benefit from this plan.</p>	<p>The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network 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. 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>
NTA-C9-1852	<p>Whatever happens next the NTA need to up their game and contact the people directly affected by their plans. We have received no communication from them. Hearing from a relative that the NTA want to take a large portion of our garden and driveway does not inspire confidence in them. 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. 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. In order to achieve this we need more frequent and reliable services in every part of Cork. This is too often not the case currently. The current plan promises "more residents, students and workers will find themselves near buses coming every 15 minutes or better". We would propose that under any new plan this should be the minimum for all residents.</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.</p>
NTA-C9-1856	<p>A key issue in terms of public transport use is price. Due to the current cost of living crisis, a number of countries have recently experimented with free or very cheap public transport. 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	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. Public transport needs to be seen not as a business but an essential public service and a key measure for fighting climate change. 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. We are opposed to any plan which involves privatisation of bus routes, which is a first step in undermining the public service. 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.	The consultation is focused on the proposals contained in the Sustainable Transport Corridors.
NTA-C9-1856	We understand that the plans have been developed from afar using Google Maps. It would have been much better to have hired staff and set up an operation based in Cork so that the plans would be best on real knowledge of the needs and concerns of different communities.	The current proposals have been designed using the latest 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.
NTA-C9-1856	If at all possible, the loss of residents' access, the compulsory purchasing of gardens, the loss of trees and other similar issues should be avoided.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1856	There are several areas where a significant loss of mature trees is being proposed to facilitate road widening. We think that every possible alternative to this should be considered.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1856	One possible alternative in some areas would be implementing one way systems.	This is an option to consider. Ensuring these systems do not result in over circuitous travel routes, particularly for cyclists is a challenge.
NTA-C9-1856	It is inevitable that expanding public transport in the way we need to will require changes to existing roads, traffic plans etc. and this may cause disruption and inconvenience for some residents and communities. That is why it is essential that the plans are developed in a genuinely democratic way, with real consultation with local communities – without this any plan to transform the transport network will not work.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1856	The NTA should now correct this and in particular engage with communities such as Harbour View Road, Blackpool, St. Luke's and others where the plans face significant local opposition. The experience of Wilton 3 years ago, where plans for a bus corridor were scrapped after substantial opposition from many local residents, shows that plans which don't have community support will not work.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1857	The removal of mature trees and putting in of small sampling will only reduce the amount of CO2 take up because of total leaf area size.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1857	The premise that the city centre businesses will be growing any further that it is already is wrong.	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1857	The city and transport plans are out of date with today. People are leaving the city centre not going to it except for a restaurant or two and evening at play houses and pubs.	The routes into and out of the City are still the busiest routes for the demand for travel.
NTA-C9-1860	This is a recipe for chaos and distress for many people. There must be alternative solutions to providing a sustainable means of transport.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1862	While the City Council and the NTA may articulate an ambition to reduce the number of private cars on the roads and promote active travel and public transport, these modes of transport are not suitable for everyone particularly elderly and disabled people. Many of the people attending our premises are have mobility issues and cannot rely on active travel options or avail of public transport.	Accessibility by car will continue to 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-C9-1862	Whilst you may defend your proposal as being for the common good, it will not benefit many in the Communities that we serve; particularly the elderly and the many vulnerable road users. We consider that this proposal is not a holistic solution to benefit all of the people affected by this and the other proposals. We consider that this proposal is a brutal solution to enabling Cork's growth potential and supporting its future development. The scale of the proposed infrastructure will sever to disconnect communities. Where is the coherent argument to prove that this proposal is the most efficient transport solution to contribute to a living city.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1864	Nothing less than the transformation of the way we look at public transport will save us from the kinds of traffic problems we can all see re-emerging in the city as the winter draws in. My appeal is to beware of submissions that want change delayed or watered down. International experience is that when the switch to active transport and good public transport is made then nobody wants to go back to gridlock. Without Bus Connects we don't stay as we are. Traffic just continues to grow and it is impossible to accommodate. We all know this in our hearts and research bears it out. A workable future for our beautiful city needs these changes. Tweak where good suggestions are made by all means but do not let this plan get diluted	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1865	It seems immoral investing so much money in roads and transport when so many are homeless or cannot access health care - introducing school buses for all schools manned by Dept of Education would reduce traffic significantly with a substantially less investment. The plan seems very heavy handed without implementing smaller more manageable changes that could result in a significant reduction in traffic in the greater Cork area.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1865	I would like to suggest that the NTA should go back to the beginning and consult with every single home owner affected by their nationwide proposal - collate the results and weigh up input vs outcome.	Between June 30th 2022 and October 3rd 2022, the National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

NTA-C9-1865	I have found this website / submission forum probably one of the most difficult to navigate. Surely it shouldn't be so difficult to make a submission . As it is so difficult it has probably resulted in less submissions and objections .	Noted
NTA-C9-1866	Junctions should be designed in line with Dutch principles as described here: https://irishcycle.com/2022/09/24/ireland-needs-to-stop-reinventing-the-wheel-on-cycling-infrastructure-the-design-of-protected-junctions-would-be-a-good-start/	Junction design will be developed as the project progresses.
NTA-C9-1866	Widths for walking and cycling should be as large as possible.	The routes are proposed on existing roads which have constraints. The designs are being developed to make it easier for to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1870	The consultation process also needs to be looked at . The maps on view made it very difficult to understand.	Noted.
NTA-C9-1870	Having to make a submission on line has eliminated a lot of elderly residents.	Written submissions can be made by post to Sustainable Transport Corridor Project, NTA Cork Office, Suite 427, 1 Horgan's Quay, Waterfront Square, Cork, T23 PPT8
NTA-C9-1870	The maps on the display were on screens and when we attended they were not working. The only information we found were in the booklets but very little. A complete PR stunt with very little information. No one addressing any concerns. A review needed and stay well clear of the beautiful woods.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1876	There are a number of other issues with regard to the proposal which need to be reconsidered. What is the minimum width of bus lane required, car lane, footpath and cycle lane acceptable. Variable width are used at different locations .What is the minimum level of traffic that justifies the provision of such wide corridors. How is the Council managing peak and non peak traffic flows presently and the proposal for managing same for the future. Where are the key bottlenecks at present – morning time and evening time. What are the present traffic levels in Cork. What are the projected traffic levels in 20 years and 50 years time. Where are the present work locations – main business and industrial areas And where are the projected work locations in 20years and 50 years time How is it proposed for parents to bring their children to school in the morning. What proportion drive to school presently , what will be the situation in 20 years time and 50 years time.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1877	I am really disappointed with the NTA and the plan proposed. On Thursday 5th there was a seminar in which one, somebody from NTA explained the Key considerations for retrofitting, some of them were: Increase footpath widths - Proposal is reduce them Vehicle Crossovers at Driveways - Removing the current green paths in the left side of Pearse Road will also remove the existing ones Incorporate SuDS, planting, rest areas - You are proposing cut down mature trees Use of single stage pedestrian crossing - Proposal makes harder to cross (more lines and more distance) and with traffic lights	The designs that were presented for public consultation 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 multiple stages of design. This refinement of the design will continue as the project progresses.
NTA-C9-1879	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.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1880	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.	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-C9-1882	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.	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.
NTA-C9-1883	The increased noise level and pollution which will result from the proposed plans.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1886	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. This problem will not be solved by the proposed works. 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. 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.	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.
NTA-C9-1886	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.	The consultation is focused on the proposals contained in the Sustainable Transport Corridors.
NTA-C9-1886	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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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.

NTA-C9-1886	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. 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. Provide more rural bus routes, and fewer people will drive into Cork, and there will be less need for very wide roads.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1888	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. We are of the strong view that development of this scale is unnecessary with potential cheaper and greener alternatives available which should be considered.	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 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 directions and recommendations for alternative solutions 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.
NTA-C9-1896	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.	
NTA-C9-1897	I want to see Frequent, reliable, and affordable buses with priority access to the roads so as to not be delayed by car traffic	Noted
NTA-C9-1897	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)	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1897	Improved, maintained, and accessible footpaths and crosswalks that prioritise people rather than cars	Noted
NTA-C9-1897	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 in inherently dangerous	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-C9-1897	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	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1899	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	concerns regarding the communication strategy tour constituents. The overall proposal lacked specific detail to how this project would impact people’s homes and the inclusion of possible CPO to residents was inappropriate and caused stress and anxiety to many people. The proposed design where challenging to read a many residents epically elderly residents and those who were challenged by IT and online systems found it difficult to access information. 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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-1910	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 Examples include: • 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. It should be clear that cycle lanes are also for use by e-scooters, mobility scooters and electric wheelchair users. Cycle lanes must be kerb-segregated from motor traffic for safety and confidence.	Cycling facilities will be provided in accordance with the relevant guidelines. In this way the infrastructure be developed to accommodate micro mobility.

NTA-C9-1910	<p>A pedestrian bridge should be built over the N20</p> <p>The dual carriageway of the N20 severed the Blackpool community when it was built. Replacing these pedestrian lights with a bridge would reconnect the community and eliminate a double set of lights for motorists near Mary McSwiney Bridge.</p> <p>Improved active travel should be considered for the junction of Pophams Road across the N20 travelling to Brothers Delaney Road.</p> <p>The shopping centre is a key destination for residents on the western side of the road N20 is a significant barrier to active travel from these areas to the shopping centre.</p> <p>Supporting measures for micro-mobility</p> <p>Access to the north side of the city by push bicycle is not easy and solutions need to be considered</p>	Proposals for improving the pedestrian and cycling connectivity in Blackpool will be considered as the design develops.
NTA-C9-1910	<p>S suitably designed bus shelters are a necessary part of the bus service and must be installed at every stop.</p> <p>Bus shelters must be thought of as every bit key to the operation of the bus service as a tram stop is to the operation of a light rail system.</p> <p>Their design and implementation must be considered as central and support other infrastructure.</p>	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-C9-1910	<p>The proposed implementation of STCs across the city show the removal of street trees</p> <p>In places it is not shown how these will be replaced with a street tree nearby</p> <p>Replacement trees should be planted as close as possible to original locations</p> <p>These should be at a minimum the same number of trees that are removed</p> <p>We should take the opportunity now to improve trees in the public realm.</p> <p>Replacing a mature tree with a semi-mature tree is not an equivalent from carbon capture, biodiversity loss and other perspectives.</p> <p>BusConnects should undertake a programme to quantify the value of trees removed and restore at least an equivalent value of trees in the area</p> <p>It may be necessary to purchase lands for the planting of wild native woodlands in the city boundary to compensate for this loss</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1910	<p>The communities that will benefit most from BusConnects are those able to engage fully and deeply in the consultation process.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>The consultation must engage women on why they are deterred from cycling compared to men and how this can be improved.</p> <p><i>People under the age of 18 must also be represented</i></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.</p> <p>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>	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1915	<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.</p> <p>It is important the local communities who have a strong neighbourhood community should not be sacrificed in this process.</p>	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1915	<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>	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-1915	This proposed plan will restrict and divert traffic, implement one-way systems, through neighbouring estates of the proposed routes and traffic may be diverted through estates. This is concerning. The proposed design where challenging to read a many residents especially elderly residents and those who were challenged by IT and online systems found it difficult to access 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-C9-1915	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.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1917	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.	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-C9-1922	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.	This statement supports the aim of the project.
NTA-C9-1924	The re-wiring of the city's bus network is urgently required in order to improve the speed and reliability of buses and to help meet the needs of a growing city while accelerating the journey to a net zero city.	The NTA welcomes this positive feedback and support.
NTA-C9-1924	Consideration must be given to residential access, business deliveries, and remaining local access traffic	Consideration has been given to local access, business deliveries and residential access. Retaining accessibility for these important functions will continue as the project progresses and the design develops.

NTA-C9-1924	In some instances, cycling infrastructure that would enable joining the corridors or crossing is not clear. We favour the option of cycle lanes having separate routes to the main public transport routes. Ensure that the various cycling lanes across the city connect to each other and do not operate in silos.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1924	Developing the public realm will also require a high standard of facilities at bus stops, including shelters and reliable real-time information at all stops. Smart technologies should allow for considerable advances in these areas in the coming years.	Noted
NTA-C9-1924	While the BusConnects project primarily concentrates on the city bus network, full integration of the interurban services, LocalLink services, rail services, future LUAS, the best use of interchange hubs with Park and Ride/Stride and active travel (walking and cycling) to enable the highest volumes switching to travel sustainably, including public bike-sharing and car-sharing, in planning, ticketing, information and communication design is essential	The consultation is focused on the proposals contained in the Sustainable Transport Corridors.
NTA-C9-1924	Attention must be paid to location of bus stops, available space, quality of place and access routes/prominence in city space. The locations and design of bus stops should follow the idea of placemaking and allow to spend waiting time in a meaningful way (benches, shop windows, wifi, etc).	The design of bus stops will be progressed as the scheme progresses and topographical survey is available.
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.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1924	Under the European Commission's Cities Mission programme, Cork is one of 100 cities who will lead the way on climate action and smart cities across Europe. Cork needs to live up to and meet this designation in which cities act as testbeds for innovation in climate action enabling all European cities to follow suit by 2050. Reducing transport emissions will be a key component in achieving that vision for Cork by 2030.	Noted this statement supports the aims of the project.
NTA-C9-1924	Loss of parking is in part unavoidable, but where possible efforts to identify alternative parking should be made.	Noted
NTA-C9-1924	Alongside Bus Connects, there is ample opportunity to address congestion associated with the school run. More students travelling to school independently using public transport, walking and cycling can enable the reduction of local car traffic.	This statement supports the aims of the project
NTA-C9-1924	We recommend specific investment and co-ordination in terms of the development of the public realm alongside the delivery and rollout of BusConnects. It is important that the interchange between frequent bus routes will have a high-quality public realm. Factors such as good street lighting and open and pedestrian-focused spaces enhance the city's overall look and feel, as well as its safety.	Public realm improvements will be developed as part of the proposals. The multidisciplinary design teams developing the proposals includes landscape architects.
NTA-C9-1924	Support for greater provision of park and ride/stride facilities	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1924	Cork's streets often have a limited width, and present cross sections often do not allow for the installation of general traffic, bus- and cycle lanes on a continuous basis. While additional 'land-take' in places appears to be unavoidable, a measured approach should be taken	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-C9-1924	Cork Chamber and its members have valued this consultation process, and the NTA's commitment to listening to local businesses and residents to improve the proposals and find viable alternatives in its second iteration. Incorporating local knowledge and being cognisant of the rich heritage and the cultural fabric of the city will be crucial.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1924	Supportive of the BusConnects Cork first phase of public consultation on the creation of 12 new Sustainable Transport Corridors (STC) with 93km approx. of bus lanes with the aim of making the bus system operate more efficiently, and to encourage more active travel and the realisation of our 15-minute city ambitions. We acknowledge and recognise the importance of the public transport and the bus network at its heart, as backbone of public transport in the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1932	As a general rule I am in favour of adding more cycle paths.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
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 an enhanced bus service serving Blarney Business Park and the provision of a dedicated park and ride in the vicinity with representatives from the NTA.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-1940	there is also the potential to bring forward the delivery of a bus-based park and ride facility at Blarney Business Park to secure a step change in mode share in favour of public transport in the north of the City	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1941	I wish to express my support for the proposed Bus Connects project. While I acknowledge that there are a number of areas where design refinement will be needed to address local concerns, I am keen to see the progression of a public transport network for Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1944	Bus lanes must be continuous and not abruptly end to enable private car traffic take priority.	Noted
NTA-C9-1944	Cycle lanes must be continuous and not end randomly along a route.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1944	Those who drive can take a longer route, public transport and active travel must be prioritised.	This statement supports the aims of the project.
NTA-C9-1944	Only junctions with a significant regular volume of road traffic should have controlled crossings.	The provision of crossings will be developed as project progresses.
NTA-C9-1944	I support the Bus Connects vision for Cork City. I support the need to give priority to public transport and reallocate street/road space to active travel (walking, cycling, scooters).	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1949	The proposals have raised significant concern and stress among the community. Legitimate concerns have been raised by residents and businesses in the broader Douglas area, as well as the Boreenmanna Road, Ballyphene and Togher areas.	This non-statutory public consultation was undertaken to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

NTA-C9-1949	I believe the NTA should pause the plans until a thorough review is carried out and genuinely meaningful consultation takes place with residents and businesses. This will be a vital plan for Cork's future and it is absolutely essential that it delivered in a way that communities can support and embrace.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1950	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.	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-C9-1950	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.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-1955	Parking will be reduced for an ageing population who need it most.	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-C9-1955	Current plans would see imposition of the acquisition of 10m from the road of private land where I have a more direct interest. The acquisition being sought is egregious and will result in severely unfair lifestyle changes for several residents.	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-C9-1955	The consultation strategy for the proposed project is problematic because residents have only been consulted after decisions have already been taken. On attending meetings with officials we were told repeatedly that everything was up for consultation, but clearly such communication is disingenuous. This information is extremely hard to access in drop down menus and will have been missed by interested parties. 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. Clarity on overall aims of the process show significant shortcomings. I asked repeatedly what the overall objectives of the scheme are and they were articulated by officials as getting things moving. BusConnects has a mandate to provide a more efficient bus service but it is not clear that overall aim of increasing sustainable travel choices is driving those efficiencies. 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. 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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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-C9-1955	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.	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-C9-1960	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	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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
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.	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-C9-1974	I believe that bus lanes and bus priority lanes are only effective when enforcement is in place. Buses should be equipped with external facing cameras to record and report any violations caused by drivers when driving on bus lanes during designated times.	Supporting measures to ensure compliance with the measures proposed are under consideration.

NTA-C9-1975	There must also be some acknowledge that public transport and use of bicycles is not accessible or suitable for all those in the community with particular consideration of those with limited mobility, children with sensory difficulties etc.	Accessibility by car will continue to available with the proposals. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1975	The consultation process and plan put into place for this bus corridor proposal has been wholly inadequate in its consideration of those who it will affect. Proposing a plan that doesn't involve residents/community members from the onset of this development and calling an online submission process a 'consultation process' is very much geared towards tokenistic participation.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1979	Urban trees have multiple benefits for a sustainable city - improved human health and life expectancy; improved human mental health; climate change mitigation through carbon sequestration; climate change adaptation through improved shading, cooling, flooding mitigation, etc.; increased tourism; aesthetic value to citizens and visitors; biodiversity benefits for a huge range of species; and more. An examination of the proposed STCs suggests that the tree planting programme is far from comprehensive, the plans should replace any trees lost with multiple trees nearby (e.g. 1 tree removed = 10 replacement trees) There is a need for a full tree management plan for these proposals along with a full, itemised list of all trees along the routes (species, age, condition, dimensions, etc.) as well as all trees threatened with removal and details of the proposed replacements and additional trees as part of an urban greening project (species, age, dimensions, etc.)	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-1980	When implementing larger scale routing restrictions (bus gates, one-ways, turning bans), care must be taken that residual motor traffic is not pushed into streets where extra traffic is not desired, or in the case of vans and HGVs where streets are just not suitable to take such vehicles.	An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1980	UCC is very supportive of the BusConnects plans to significantly upgrade the city's PT and sustainable transport system. Having a roadside infrastructure that prioritises sustainable travel and makes bus operations fast and reliable is essential for the success of a sustainable mobility transformation.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1983	I agree with the proposed plans.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1988	There should be more reallocation of road space from general traffic to bus, bike and pedestrian space and less road widening. Ensuring continuous uninterrupted and direct bus and cycle routes must continue to be the top priority when changes must be made.	Noted
NTA-C9-1988	Traffic reduction measures, such as, bus gates, turn restrictions, one-way systems and limiting junction capacity should be used more extensively. Including to reduce motor traffic on route to a level where bus lanes are not required so avoiding widening. Where there are no other options for local access making one way or bus gate use at a pinch point impossible traffic management at surrounding junctions should ensure the reduction of traffic along that section of the route to a level where a bus lane is unnecessary.	The revised proposals include more extensive use of bus gates and traffic signal control bus priority as suggested.
NTA-C9-1988	Cycle route design should reflect that fact that most cyclist using the route will use the route for only part of their journey and so should ensure that route are easy to join and leave from all adjacent road's paths etc.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1988	Where consultation means that residents parking should not be removed this should be at the expense of the removal of general traffic lanes not the removal or narrowing of footpaths, cycles lanes or bus lanes.	Noted
NTA-C9-1988	Where land acquisition is considered and number alternatives should be looked at first including the removal of general traffic lanes, one way access only and the use of a bus gate through the pinch point.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/coo/ .
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.
NTA-C9-2009	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. 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. Link to article : https://www.irishexaminer.com/news/arid-20076034.html 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.	The proposals for STC A in the vicinity of Castleview 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.
NTA-C9-2014	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	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-2015	<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. 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>
NTA-C9-2023	<p>If people are to lose parking spaces, let it not be for this ill planned venture. If people are to use buses, why not a larger fleet of smaller more frequent electric busses that operate on a more regular service. 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. 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>	<p>Noted</p>
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>	<p>Noted</p>
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. 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 multidisciplinary design teams developing the proposals includes landscape architects.</p>
NTA-C9-2024	<p>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.</p>	<p>This statement is seeking an NTA delivery office based in Cork. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-2024	<p>More generally there is in my view a need to make this transition exciting for residents, and give the impression of a newness, a modal shift. 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. The presentation will be important. In a related manner, and perhaps this is a contradiction to my previous point, I have heard the point made that there is a fondness for the Bus Éireann branding, the red setter and so on and that some will regret it's ending.</p>	<p>Noted</p>
NTA-C9-2024	<p>More simplified localised correspondence as opposed to the more project wide type literature, and so on.</p>	<p>Noted</p>
NTA-C9-2039	<p>I welcome the proposed introduction of the bus corridors for the people of Cork and for people outside such as myself.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2042	<p>The way NTA are going about implementing bus connect however is a real concern for many locals in Ballincollig who have been in contact with me. Can Bus Connects provide routes not just on the chosen corridor but also on parallel routes? 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? Bus Connect needs to look again at the plan for Main Street Ballincollig. 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. NTA need to take this opportunity with the public consultation to listen to the local view, the very real concerns of residents and improve the plan before doing anything else.</p>	<p>The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes. This statement requests the BusConnects project to progress other cycling projects. These are being progressed by Cork City Council which will continue. The statement request local views are taken into consideration. During this consultation phase almost three thousand submissions were received in total. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2042	<p>They outline their concern at the disruption and the way that some of the work may disimprove things locally and the way removing of trees would injure the Ballincollig landscape. 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. 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. 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 any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2043	<p>I welcome the introduction of these sustainable transport corridors. In particular the use of bus gates on some corridors is to be welcomed as they provide priority for sustainable modes of transport without the need for road widening.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2045	<p>This plan has the chance to be transformative for Cork. Implementing it would, in my view, make Cork an even more attractive place to live.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2052	<p>Bus connects is crucial for the future of transport in cork. Without it, the city will be sending a message that the car dependent sprawl is the prefers method of growth for the city.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2056	<p>My world is narrowed into "islands of accessibility": the small cluster of spaces and places I can access via walking, bus and cycling. BusConnects and its improved walking and cycling infrastructure and increased bus service quality has the potential to be revolutionise the way I encounter mobility, space and accessibility.</p>	<p>This statement supports the aims of the project.</p>
NTA-C9-2056	<p>I support the reallocation of space from motorised vehicular dominance to a more fair approach, where walking, cycling and public transport are given a fairer allocation of space than we currently have.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>

NTA-C9-2062	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
NTA-C9-2072	We are so short of trees in the City, any tree that is removed is a crime against the air quality in the city.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-2074	Cork needs a regular, reliable and connected bus service without compromising green spaces and trees. We should prioritise public transport, walking and cycling as means of transport instead of the car centric city we have.	This statement supports the aim of the project.
NTA-C9-2086	As for trees. They also need to be given priority. There is no replacement for a mature tree so all effort to maintain them must be made.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-2088	consideration needs to be given also to the fact that female journeys tend to be circular and as such may use more than one bus route to get from a to d to b to f to c to z.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2088	Cork needs protected cycle lanes, especially in the North of the city in order to encourage active travel. Existing cycle lanes are great, however they are all concentrated in the south side.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2088	consideration needs to be given also to the fact that female journeys tend to be circular and as such may use more than one bus route to get from a to d to b to f to c to z.	The designs will be progressed to consider factors such as street lighting and open and pedestrian-focused spaces to enhance the city's overall look and feel, as well as its safety.
NTA-C9-2088	The bus connects sustainable transport is great. Existing cycle lanes are great.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2091	cycling infrastructure should be protected and completely segregated from encroachment of drivers on both sides onto the footpaths and cycle lanes.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2091	I would also support the move to reduce or eliminate on street parking. It is wasteful to spend >95% of a car's life obstructing main roads.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2094	The public space is not the private parking space of any individual or commercial business and so the argument that parking needs to be maintained is not in the interest of the greater good, As for ccp.	Noted
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.	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-C9-2096	The plan should front load as many of the easy implemented aspects as possible, including more pedestrian crossings, increased and more reliable bus services, bus shelters at all stops, cheaper and more flexible fares, new cycle lands, connecting existing cycle lanes, and tree planting. 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. 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. 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. 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. This has the added advantage of prevent the removal of existing trees and use of CPOs.	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.
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.
NTA-C9-2117	Trees are an objective public good, adding necessary greenery to towns and the city, which reduce heat temperatures and capture CO2 BusConnects needs to plant the new trees before moving and removing any existing trees Creating further green space would also be welcomed Take a 'move trees' approach, as opposed to cutting them down, as mature trees cannot simply be replaced to the same effect with juvenile or semi-mature trees	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-2117	It is crucial that every element of the BusConnects process supports the eventual implementation of light rail, something we're pleased to have seen so far. the implementation of centre running bus lanes, as they are noted for easier upgrading to rapid transit standards, significantly reducing the construction time and upgrading cost Bus shelters need to become ubiquitous across the network in order to increase patronage and user experience We also recommend usage of pro-biodiverse grass topped bus shelters, as discussed in more detail in submission NTA-C9-769 by Green Spaces for Health.	Proposals for a light rail scheme extending from Ballincollig to Mahon are contained in CMATS. In advance of the development of this light rail corridor, and to allow the development consolidation to support its delivery, it is intended to serve this route with a high frequency bus service and to develop bus priority measures along the route to enable a high level of performance in advance of its transition to light rail. In addition consideration of the light rail proposals will be required along those routes where they potentially interact.
NTA-C9-2117	We are calling on the NTA to include the Park and Ride plans within the next round of STC consultation.	Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.
NTA-C9-2117	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 it is clear that there needs to be additional efforts taken about the entire process 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. There also needs to be a significant effort for BusConnects to step up the effort in showcasing the positive aspects of BusConnects 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.	Noted
NTA-C9-2117	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.	School zones are being delivered through the Safe Routes to School Programme.
NTA-C9-2117	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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-2122	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.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2122	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. 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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2122	Removing drop off areas close to schools in order to prioritise bike and bus lanes would present a real danger for families who are dropping younger children as they would not be able to walk a certain distance safely on their own. Not everyone attending a certain school is automatically living in close proximity to the school and therefore cannot be reasonably expected to walk, cycle or take a bus on their own due to young age.	Prioritising active travel and sustainable transport is in accordance with all relevant transport policy.
NTA-C9-2123	I support the Bus Connects proposal for all routes. It is a step in the right direction to get Cork more sustainable and would connect more of the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2126	With regard to the cycle proposals, I would urge the NTA to deliver the cycle aspects in a cohesive and connected manner. Too often cycle lanes currently end abruptly or on footpaths and this does nothing for the aim of those 8-80 to use this infrastructure	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2126	I would urge the NTA to also increase the amount of replacement tree planting and where possible existing trees should be transplanted elsewhere.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-2126	Recent examples in Dublin are not fit for purpose and defer too much to motor traffic to the detriment of cycle safety. I welcome proposals to remove on street parking in the plans, but also it should be necessary to perform road diets, where space is available, narrowing roads/streets in order to calm traffic and reduce speed, widen footpaths / cycle lanes should happen.	Road space reallocation and narrowing of traffic lanes is contained in the proposals.
NTA-C9-2135	Very positive development. Lots of improved routes and will make cycling/buses much more appealing in the city and clear congestion long term improving air quality. Very supportive of this.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2135	Really simplifies the services and it will be great for the city. Will make my commute easier and faster and many of the other journeys I will make via bus will be quicker. Very supportive of the developments outlined.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2138	I would like to extend my support for BusConnects in Cork. While genuine concerns should be addressed this project is an important step in making Cork a more sustainable transport city and can't be allowed to fail to the status quo of car domination.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2143	No major restructuring of the city – maintaining its character, history, ecology, charm	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2148	This is quite dangerous albeit safer than on general lanes. However if similar infrastructure is Continued through bus connects, it will be very underwhelming and we continue to put cyclists lives at risk, by sharing roads with dangerous buses.	It is not clear what exactly this statement is referring too.
NTA-C9-2148	I support the proposals put forward to a large extent. These will make it easier for getting to your destination quicker, easier and more efficiently. This proposal will encourage people to choose public transport over the private car.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

NTA-C9-2152	I wanted to voice my support overall for the Bus Connects project. It cannot happen fast enough and needs to be pushed through to get people out of cars and onto buses and using active travel. Very much in favour of bus connects.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2154	Where the situation lends itself, the set-up of 2-way tracks on one side only should be considered.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2154	cycling infrastructure along the STCs must also include suitable access options to the corridors for joining, leaving or crossing the longer-distance routes	The detail outlined in this statement will be addressed as the design progresses.
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.	Landscape proposals will be developed as part of the proposals. The multidisciplinary design teams developing the proposals includes landscape architects.
NTA-C9-2159	There should be a strong focus on delivering high quality infrastructure for pedestrians and cyclists and bus users and not having the quality of this proposal diminished to maintain a car-centric environment.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2159	I support the BusConnects proposal broadly. It is important that the changes are implemented to prioritise sustainable bus transport but also ensure that walking and cycling are given greater priority than at present, particularly for children and people with mobility issues. Buses should be prioritised over private cars.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2160	Along the way, don't forget biodiversity and tree planting for shade, cleaner air, quiet, beauty and closeness to nature. It is obvious that this goes hand in hand with any vision for a compelling and enjoyable built environment.	Where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project
NTA-C9-2160	Let's please have a city that is safe, healthy and accessible for people of all ages, incomes, backgrounds and abilities, and not one choked and dominated by cars. Cities are for people.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-2160	It is clear that the delivery of a comprehensive quality public and sustainable transport network is fundamental to the quality of life of people of all ages in Cork.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2167	I am writing to show my support for the BusConnects proposal. While I do not live on any of the proposed routes, and sympathise with people losing car park spaces and sections of gardens, this scheme will benefit the city as a whole. While not perfect, the proposed routes are a step in the right direction. Over the years, car centric policy has had a detrimental effect on the city. These proposals should not be watered down just to appease some very vocal objectors.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2168	where green space, trees etc already exist, these shouldn't be removed unless absolutely necessary and if so should be replanted and green space increased.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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	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. 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. 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.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-2170	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	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. 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.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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
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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-2184	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	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. 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. Avoid unnecessary, unsafe and untested lane narrowing for bicycle users at bus-stop bypasses.	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.
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 uí rinn and pairc uí choimh.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2213	To cycle from Blarney to the rest of Cork City you need to cycle along a busy dual carriageway or on a path next to it where people walk. While there is a bus service to Blarney it's obviously not adequate. There are huge traffic jams every morning. It's unsafe to cycle, there are no cycle lanes in the village or surrounding roads. The busy road up from the local secondary school doesn't even have a pavement.	Blarney is outside the scope of the Sustainable Transport Corridor project. The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2217	Current buses are unacceptably unreliable and slow. The additional dedicated bus routes are essential to restoring some faith in the system and making it more attractive, benefiting everyone in the process via reduced traffic, emissions, journey times, and costs.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2217	Cork cannot handle its current level of traffic and intends to grow substantially over the next decade. This growth can only be supported by public transport and cycling as there is no possibility of adding significant additional amounts of road capacity or parking.	Noted
NTA-C9-2217	If Ireland is to reduce its reliance on fossil fuels we have to reduce our car dependence.	Noted this statement supports the aims of the project.
NTA-C9-2217	The overwhelming need for such a project should take precedence, and it should be built where needed.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2219	As a resident of High Street, I wonder what possessed you to ever consider removing parking in favour of none.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this 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 any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-2221	Ireland lags very seriously behind in this aspect so in theory I strongly support a bus connects proposal. Overall bus connects can only enhance the city and its liveability, in particular with our extremely high NO2 levels (linked with early mortality) and the impending increasing population, but also for visitor's who have little options at the moment.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2223	why are you getting rid of basically all the trees along boreenmanna road? first of all the trees make the city look nicer which i'm sure is the only thing you guys care about and secondly we need to be planting trees not cutting them down? enough trees have been destroyed and burned in cork alone so we need to be planting more to make up for our mistakes, not furthering the problem with a so-called sustainable system.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-2227	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.	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.
NTA-C9-2227	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.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-2246	I am generally in favour of the proposed planned 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-C9-2247	if parking is removed where will the residents 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-C9-2247	A big cost to the environment with the removal of trees.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-2251	The submission includes some general recommendations for placement of bus stops, particularly in light of the bus network redesign in Cork. These recommendations are summarised as follows: 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.	The design of bus stops will be developed as topographical survey becomes available and the design process progresses.

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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.	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/ . 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-C9-2254	With heavier traffic that has impacted on the Primary and Secondary schools in this area ! That has see the tragedy of loss of life! How can parents safety collect there 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.
NTA-C9-2262	Treelines, hedgerows and parklands have not been clearly represented on the drawings. The constant change in orientation between maps is very confusing. Each map should at the side show which other map(s) will show the continuation of the scheme. Map 10 & 11 It is not clear if a new bridge is proposed by the revised layout where high street meets southern road. The level of detail provided is wholly inadequate.	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.
NTA-C9-2262	I welcome the overall bus connects scheme aim to make the public transport network in Cork more reliable and increase capacity for the transition away from dependence on individually owned, largely fossil fuel powered vehicles. I also welcome improvements in cycling infrastructure which will hopefully continue the uptake of cycling, particularly amongst school going children and parents in the local area	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-2262	Information with regard to Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) should have been provided with the consultation documentation. the consultation cannot possibly comply with the Aarhus Convention to which Ireland is a signatory.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2267	Why would a new cycle lane be created for Wilton rd when a cycle lane known as Schoolboy Lane already exists at the moment which links magazine rd to Glasheen Rd. This would seem to be a waste of our money. I believe Schoolboy lane can be extended from Magazine Rd to Western Rd via unused culvert over the Glasheen river. A cycle lane at rear of our houses would also remove access from those houses to the green area which has been enjoyed by our children down through the years.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2281	An Taisce Corcaigh welcomes the BusConnects Cork project and support the main principles underlying the project as set out in the NTA documentation.	Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-2282	I fully support the Cork Bus Connects project as outlined.	This support for the BusConnects project is welcomed.
NTA-C9-2284	I am in favour of the current bus connects plan as presented.	The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2290	To minimize mature tree loss, it may be possible to move footpaths & bike lanes, inside the tree line, or inside existing walls. For example on Boreenmana road, it may be possible to retain several trees through such a scenario. Where a junction radius are being narrowed, any build out of path/kerbing should contain tree planting. A good example of this from the plans is the junction of Langford Row and Infirmary Road, but it seems like this can be repeated in many other locations, even with one or two trees at smaller junctions. Together with this Bus Connects plan Cork City Council should begin an ambitious tree planting programme across the city. Every street corner deserves a tree, and every wide street deserves to be an 'avenue'. While nothing can really replace a mature tree, this principles can perhaps make the loss of trees more palatable. Also, please consider a range of sizable city trees, including Lime or London Plane etc, rather than smaller trees that seems to be a trend lately. We have an opportunity to repeat the foresight of our ancestors when they planted majestic trees along the Marina, Centre Park Road, etc. I commend the Bus Connects plan for the quiet-way planned in STC K along Douglas Hall Lawn/River bank. This route however should be extended (perhaps through the lands at Douglas community school?) to meet the Tramore Valley park entrance. Many other quietways/greenways may be possible such as connecting Tramore Valley Park to Ballyphehane (and onwards) via underpass at the south link to join with greenway near Harvey Norman. Similarly, extending the Ballybrack trail to Tramore valley park (perhaps using the laneway between Tesco and Morris house) Any opportunity to create such routes should be seized— particularly where they can link Communities to schools	The revised proposals for Boreenmana Road retain many of the existing trees. Where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project. This submission proposes extensions to routes outside the scope of the Sustainable Transport Corridors. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-2290	Experience tells me that there is a very high tolerance from both Gardai 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	<p>There has been much discussion about loss of trees. I am very conflicted by this, but appreciate that it is perhaps unavoidable in many areas. Some suggestions to counter this</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
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 create a more cohesive network throughout the city with priority nodes for Kent station, bus stops, schools, hospitals, playing pitches and sports clubs, major shopping areas and seamlessly connect with Greenways in the environs.</p> <p>*Bus Shelters should have age-friendly seating,, comfortable lighting, and sheltered and secure bike parking alongside.</p> <p>*Bike parking should include parking for non-standard cycles including designated disabled bike parking and ecargo bike parking.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidance.</p>
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? 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. Though it may be unintended the consequences will be there anyway. All the no turns additions are likely to have the same consequences</p>	<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.</p>
NTA-C9-2294	<p>the Fingerpost is an anchor of Douglas heritage and history. find transport solutions that support our environment and sustainability while preserving our heritage.</p>	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p>
NTA-C9-2294	<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. 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. That number and observation of the maps leads me to believe this may be underestimated. The loss of trees alone from the bridge over the Mangala may well account for 30-50% of this number.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2295	<p>The proposals would make deep and significant changes to how people are used to travelling around Cork at the moment, discommoding people in the short term as a better multi-modal system is built in place of the current car-dominated system. 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 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. 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>
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. 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. 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 Objectives 6.2, 6.9, 6.11 and 6.22 of the Cork City Development Plan 2022-2028. The design of the Sustainable Transport Corridors should seek to include the delivery of nature based sustainable urban drainage systems where possible. Where such systems prove impractical, the transport corridors should seek to minimise additional surface water run-off from any of the upgraded corridors where possible. See Objective 9.4 of the Cork City Development Plan 2022-2028. The BusConnects Sustainable Transport Corridors traverse through a number of key urban centres in Cork (i.e. Blackpool, Ballincollig, Douglas, etc.) and the delivery of a more place-making approach to the design of the active and public transport facilities in urban centres as described in Chapter 11 of the Cork City Development Plan 2022-2028 is recommended</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>

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.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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	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 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.
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. You web site borders on the unintelligible; dates for meetings and submission dates are almost impossible to find as are other details of the process. 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.
NTA-C9-2480	Please define and provide the relevant reports on traffic studies, travel times and analyses that were completed on the relevant route. 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)? Were data collected on multiple days at similar times to assess or eliminate unusual circumstances etc.? Have you considered these and other impacts on these neighbourhoods? If so, please provide the relevant analyses and reports?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2482	Lack of support due to devaluation of property on Douglas Road	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-C9-2482	Issues with timing of the letters during summer post covid, tight deadlines, letters only send to homes with CPDs, website convoluted, maps not to scale	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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 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.
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 Trnsport Corridors.
NTA-C9-2650	I work as a tradesperson and need to drive my car containing tools and materials right to my customers door I feel these changes will make it harder for me to access my customers and get to my work	Accessibility by private vehicle is still available with the proposals. Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-2696	The move to corridors for buses also seems to threaten easy access and exit from homes in several places	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.
NTA-C9-2696	More time and attention has to be given to work on possible traffic loops, possibly a South Douglas Road/Douglas Road one, which would be welcome by many who live on the route	Ensuring one way systems do not result in overly circuitous travel routes, particularly for cyclists is a challenge.
NTA-C9-2696	The idea of doubling the width of the road - albeit in some areas and not the total length - to 16.8m or 55feet wide is surely inimical to the idea of a residential city and relegating the idea of community and locality to the bottom of the list priorities only to let CORRIDORS become the sole and primary concern.	This non-statutory public consultation was undertaken to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2696	The chosen route seriously impacts on biodiversity	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 The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
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.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
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.	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. Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-2696	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).	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 CPD process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-2696	The necessary detail in all the myriad documents you provide have made it difficult to assess many of the proposed plans, and especially to do so when the many maps provided are less than clear in places. While it must be appreciated that efforts have been made to calculate travel time to work etc., any such improvements cannot be allowed to obscure the negative results that are legion and must be addressed. I note that in places, the maps do not seem to show newly built houses or other buildings .	The current proposals have been designed using the latest 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.
NTA-C9-2696	In part of the BusConnects documentations offers a suggestion that walking an additional 600 metres to get a bus in the new system, as opposed to what was available before, would be a minor inconvenience. At least the suggestion stopped short of advocating them walk as a healthy measure. I wish to point out that a significant number of residents are older in age groups or are families with small children - that distance is not one that makes it easy to avoid car travel in favour of taking buses, particularly in wet weather. Rather it might force people to use cars when they would prefer to use the bus.	Noted
NTA-C9-2696	There is no indication of a comprehensive traffic survey having been carried out	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2777	We must protect and preserve our heritage and history	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2777	The proposed number of trees to be cut down is scandalous. The importance of biodiversity and maintaining levels should be of utmost importance	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-2777	The taking of parts of peoples gardens in many of the areas is simply unacceptable and extremely unfair A persons garden is their sanctuary	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 CPD process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .

NTA-C9-2783	I am writing to offer my hearty support of the BusConnects Sustainable Transport Corridors and accompanying cycle network. 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. There will be a tangible positive impact of the corridors in local communities. Job creation, improved air quality, increased frequency bus services and enhanced pedestrian infrastructure will all enhance the city. I will be appreciative of a safer commute, and I hope with time others will agree.	The NTA welcomes this positive feedback and support for the scheme. The NTA 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-C9-2788	We currently have the 203 bus which serves Lehenaghmore. – Turners Cross – City A huge amount of kids in the area get the 203 bus to school in the morning and evening. 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!! So can the 4 route be routed through Turners Cross?	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-C9-2788	well done on the bus connects plan I think the overall plan is badly needed to develop better connectivity around 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-C9-2799	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	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-C9-2799	Along with taking into account not removing the amount of trees to be removed	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-2803	the amount of crime being committed on public transport is absolutely appalling. Nobody is safe now on a bus or a train because the transport authority choose to ignore that it's their responsibility to ensure that passengers can travel without being verbally or physically assaulted	This statement raises issues about crime and safety. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-2806	Over half the submissions already made (and in some areas over two thirds), think this Plan is worse than what presently exists in the area. Surely this suggests the public are reasonably happy with the status quo and that the entire plan should be shelved.	The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional 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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2813	Private enterprise is what pays all our wages and I think the private car owner should be looked after as a priority.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-2813	I think private transport is more important and you're proposals make life more difficult for the private car owner	The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak.
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 signalled 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.

NTA-C9-2832	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. I'm talking about areas behind Bishopstown (e.g. Ballinhassig), Ballincollig, Blarney, Glanmire, Little Island, etc. Nowadays any of these parts. 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.	This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-2832	I suggest to make bus routes from Cork to all the beaches around Cork: Kinsale, Crosshaven, Youghal, etc. Especially in summer. 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. 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. This measure would help to improve ecological situation as well. As less people would be using cars hopefully.	This statement relates to the Bus Network Redesign project. This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-2840	Getting an expert from AMERICA to deal with bus routes. AMERICA is not a bus culture. Empty non environmentally friendly double decker buses driving around all day Smaller buses more frequent makes more sense	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2840	Why are the routes going to the city centre	These are the busiest routes where interventions will deliver the most benefit to passengers.
NTA-C9-2840	Taking away car spaces has proved disastrous in the city centre.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2840	You would have started on a door to door basis or set up forums before all these books were printed (thousands of euro) websites made (thousands of euro) and these routes from Dublin and where ever else they were decided from. why are you not consulting with the OPW, School Networks and other bodies	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-2840	why wasn't the research done before all this was implemented	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2841	I would like you to improve all bus connections, especially the ones who link to working places, such as the Cork Airport Business Park, in the direction Cork to Kinsale and vice versa. Could it be possible to have more buses at peak working time, when people need to go to the office and at the end of work shifts when people need to go back to the city centre?	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2842	Bus-stops should have shelters wherever possible. There are examples of bus shelters where footpaths are too narrow for a different design.	The BusConnects project involves the provision of new bus stops and shelters with better signage and information. As the project progresses bus shelter details will be developed. It is recognised that bus shelters are an important provision within the project.
NTA-C9-2842	On tree-lined avenues consideration should be given to putting the cycle- lane inside the tree line for cyclists turning left are they stopped from proceeding or can they have a flashing amber to look out for pedestrians wanting to continue straight on?	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2842	Contact with the Cork Cycling campaign & Pedestrian Cork should be sought about the junction design for Busconnects	As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-2842	it will be necessary to remove some trees, however it should be when no alternatives have been found	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-C9-2842	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.
NTA-C9-2848	The STC has a bus lane in each direction. This is unnecessary.	It is not clear which STC is being referred to. 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 surely some tech savvy person would come up with a working virtual model? Anyone with a bit of sense if they came out and walked around would see this plan cannot work.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce pollution and ease congestion.
NTA-C9-2879	Route 202 (current), Route 4 (future) I am a regular user of R202/202A. The service is very good except for some non-delivery on timetables and usually at predictable times such as early Sat evening. 2. The original proposal was that the new Route 4 would terminate at Kent Station. I understand that it will now serve Lenaghmore so is a much longer route. Is this longer route likely to cause more delays/disruption to timetable delivery? 3. Route 11 (future) stops There are currently only one bus stop outbound on the Blackrock Road between Ballintemple Village and Church Rd., and none inbound, as the service on this route (current 212) is relatively recent. I assume this will be addressed?	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2915	Objection to the suggestion of removing a vast amount of trees on all corridors!	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-2929	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	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-C9-2955	we need to plan with schools to manage the traffic in certain areas including Wellington Road and Gardiners Hill/ Dillons Cross.	Noted.
NTA-C9-2955	I must stress the need for ongoing engagement. We need more community forums.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a 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.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2960	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 proposes 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.
NTA-C9-2960	Why are they saying you can drive cars on the road but you can't park them anywhere? Build car parks (attractive ones, with roof-top farms and water features) in various locations for car owners to have their cars	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2960	If the footpaths are widened, benches put in and a LOT more trees planted (the current plans show far (!) more red trees than green ones), with flower beds, green patches, space basically, then this would be a lovely streetscape.	Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.
NTA-C9-2961	It must be noted that we cannot support the plans in their present format based on the significant and excessive impact that is proposed on individuals' homes and businesses properties.	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. The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-2961	The plans also fail to take in to account the community connectivity and fabric of the city that is required to allow families, elderly and businesses to function.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
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	<p>older people have been completely ignored in these plans. Everything is online and it will make it impossible for older people to get around.</p> <p>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.</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. 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.</p>
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