



Mahon to City

Sustainable Transport Corridor

Emerging Preferred Route - Public Consultation Report

June 2022 - Oct 2022 (DRAFT)



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

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

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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 J which runs from Mahon 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 Mahon to City Centre route designated as Sustainable Transport Corridor J.

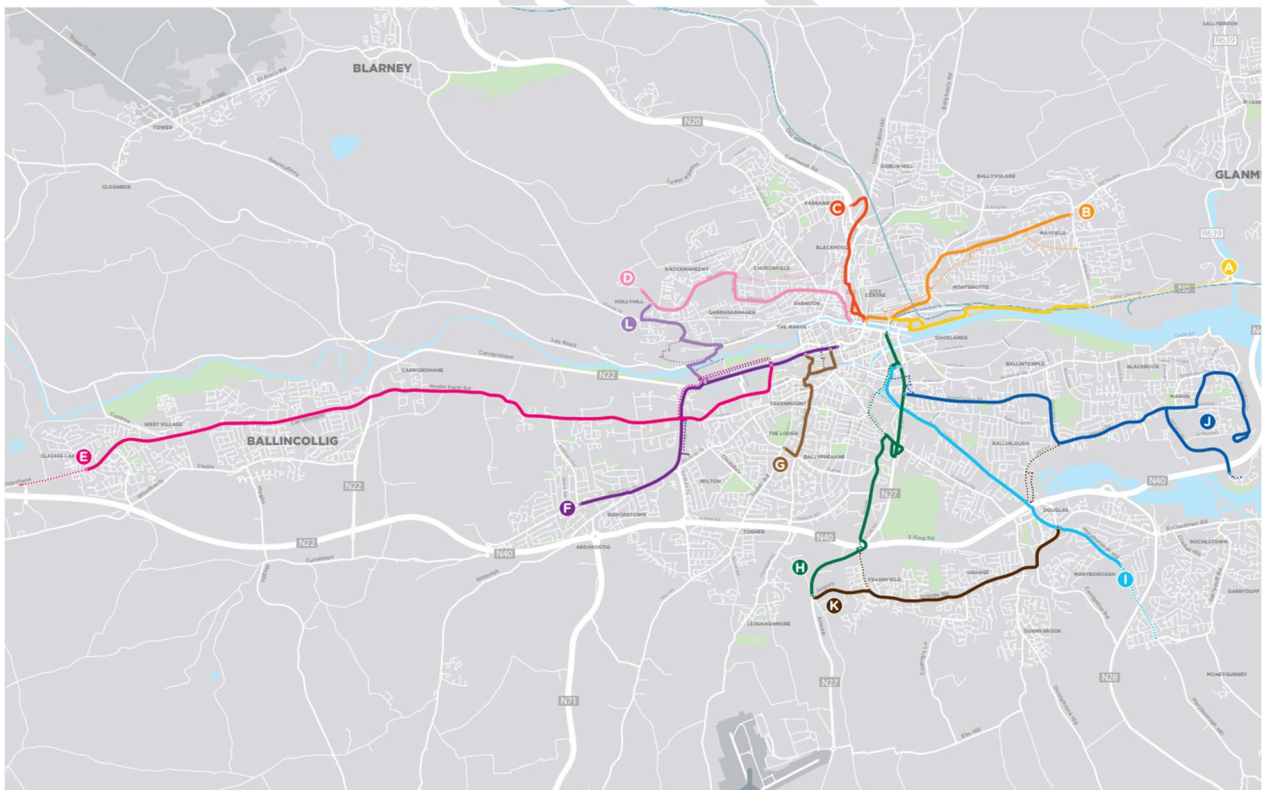


Figure 1: Radial Sustainable Transport Corridors Emerging Preferred Routes.

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:

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

1.5 Submissions Received

There were 457 submissions received relating to the Mahon 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 Mahon 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 457 unique submissions received for the Mahon to City STC J. Of these, 379 were received via the online portal and 78 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 457 of the submissions received by the NTA that related specifically to STC J 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	186
Traffic Disruption due to Traffic Diversions / Increased Traffic and Access Issues	96
Safety Concerns	97
Impact on Trees, Greenspace and Heritage	317
Parking	245
Proposed Land Acquisition	88
Devaluation of Property	60
Impact During Construction	18
Need for the Scheme	103
Bus Network and Bus Network Redesign	38
Inadequate Consultation and Public Information Campaign	38
Alternative Infrastructure Options	126
Support for the scheme	36
General submissions relating to multiple corridors	474

Appendix A provides in-depth listing of the various issues raised that were specific to STC J 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 J 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 and community
- 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
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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 J. 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.

It was noted that some of the items in the OS Mapping used were out of date and there were instances of missing information, it was 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 traffic. Residents were concerned that the proposed bus gates on Avenue De Rennes, those on Douglas Road as part of STC I and the modal filter on Rockboro Road would cause disruption and longer journey times for cars.

NTA Response to Issue 2:

It is acknowledged that the proposed measures will result in restrictions on movement of private cars on Avenue De Rennes and Rockboro Road. However, alternative routes for traffic will remain available to all destinations in the city. In the latest designs the proposed bus gate on Avenue De Renne is intended to be in operation during peak hours only, meaning that access for vehicles will be as normal outside peak hours.

A comprehensive traffic modelling exercise will be undertaken as the design progresses and access to all properties by car will be maintained, although alternative routes may need to be used in some instances.

Issue 3: Safety Concerns

Concerns were raised for vulnerable road users, in particular pedestrians seeking to cross the road, and that increased crossing distances and number of lanes to cross for pedestrians could reduce pedestrian safety.

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.

Submissions expressed concerns that widening the road would lead to increased speeding of vehicles on the route, raising concerns over pedestrian and cyclist safety.

NTA Response to Issue 3:

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

- provision of 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 footpath provided for the length of the scheme, linking areas where there is not currently footpath provision, and increased footpath widths.

The final designs will be rigorously assessed against all relevant design standards. Road user safety will be independently 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, and detract from the visual amenity of the area. Residents were concerned that many of the trees marked for removal are mature and are an important aspect of the character of the area.

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 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.

The majority of submissions on this issue related specifically to the Boreenmanna Road area where there are a large number of trees lining the road that were marked for removal as a result of the proposed widening.

Submissions raised concerns about the potential impact on the character and heritage of the area. Some submissions outlined the proposals may interfere with boundary walls that have a nice character. Submissions raised that the character of Boreenmanna Road is an important feature of the local community, they raised that people have been living there for many years and for some people the character and greenery is the reason that they chose to move there. They stated that if the road was widened and the trees removed this sense of community and place could be lost.

NTA Response to Issue 4:

The BusConnects proposals are seeking to reduce carbon emissions by make 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 Boreenmanna Road the proposed widening has been reduced and the proposed layout of cycle lanes has been changed in the current design. This has meant that the number of trees proposed to be removed on this section has been reduced from 65 to 2.

Similarly, on Estuary Drive the latest designs have been altered to have a bus lane provided on approach to junctions only, meaning that the trees along this route are no longer impacted by the scheme.

A detailed tree survey will be done 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 change of the layout on Boreenmanna Road has also greatly reduced the number of property boundaries affected, this has reduced the number of property boundaries impacted from 73 to 30. 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 were concerned that the reduction of public on-street car parking spaces may negatively accessibility. In particular, concerns were raised on Boreenmanna Road where on street parking is currently available for most of the length of the road, this parking is currently used for access to Cork Constitution Rugby Club, Páirc Uí Rinn, school drop off, access to funeral homes, and access to services.

NTA Response to Issue 5:

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. 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. An additional 26 spaces have been proposed outside Cork Con in this round of design, with another area for potential parking identified but not yet confirmed, see Map 8 for details of this. A further 12 spaces have been added close to Crab Lane on Boreenmanna Road, 7 more directly outside Páirc Uí Rinn and 13 new spaces near Rockboro School. Details of these can be seen in Maps 2 – 6.

In addition to this it is now intended that the proposed bus lanes on Boreenmanna Road and Estuary Drive would be operational during peak hours only and that parking would be permitted in the bus lanes outside of these times.

Issue 6: Proposed Land Acquisition

Many residents were concerned about the acquisition of private land to deliver the scheme. Particular concerns 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.

Submissions expressed concerns that the acquisition of private land in order to provide bus lanes was unnecessary as the road is rarely congested.

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 J from 73 to 30. 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 Boreenmanna Road the proposed arrangement of the road carriageway has been revised, as a consequence the impact on some properties has been reduced. There is now a proposed dedicated bus lane in one direction only at any one time to reduce the road cross section. See Maps 2 - 9 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 flooding or subsidence 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, flooding studies will also be undertaken to assess this risk.

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 draft PRO proposals have reduced the number of properties impacted by approximately 43 properties and reduced the extent of impact on an additional 4 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 Boreenmanna Road, and the buses are delayed on approach to South Link Road but nowhere else, therefore bus measures aren't required on most of Boreenmanna Road.
- The road is currently wide enough that people can overtake cyclists safely without the need for cycle lanes.
- Estuary Drive is rarely congested so there is little need for bus lanes on this link. This area is used for on street parking for the cemeteries and sports grounds in the local area and is better serving those.
- Skehard Road has recently had works done in order to provide bus lanes, submissions raised that it is not necessary to do more work now, and that by doing these schemes separately, instead of at the same time will cause unnecessary disruption.

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.

In the latest designs the layout on Boreenmanna Road and Estuary Drive has changed to have a bus lane in one direction at any one time, generally provided on approach to junctions. This has reduced the impact on the local area. For details of the changes on Boreenmanna Road please see Maps 2-8.

On Skehard Road the existing layout does not provide full segregation for cyclists along its length, in order to provide continuous segregated cycle lanes in both directions works are required in this location.

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, submissions stated 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 457 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

Submissions raised alternative infrastructure solutions, including the following:

- Reducing the length of bus lane provided on Boreenmanna Road.
- Use less impactful methods such as park and ride facilities, school buses, bus gates, shared space, traffic management, ride sharing, congestion charges, traffic calming.

Submissions also made requests to extend the scheme, add additional cycle links, include certain features (e.g. speed bumps, narrower or wider footpaths/ cycle paths, cycle parking, electric car charging points) in the scheme design, and make changes to the current proposals.

NTA Response to Issue 12:

New options have been considered and the proposed layout of Boreenmanna Road has been altered in the latest designs, there is now generally a bus lane proposed in one direction only at any one time on the road. This has reduced the proposed widening required on the road and the associated impacts. For details of these changes see Maps 2-8.

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.

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 and improved segregation for cyclists generally.

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.



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Appendix A: Responses to Submissions on STC J

Reference	Submission Statement	CE response and recommendation
NTA-C9-32	Noise and Air pollution will increase.	Please see the NTA's response to Issue 4 in this report
NTA-C9-32	my property will be reduced by approximately 1.5meters resulting in me being unable to park within my property. There will be no on road parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-32	Parking on the Boreenmanna Road at present is an issue, this proposal further exasperates the situation	Please see the NTA's response to Issue 5 in this report
NTA-C9-32	This scheme would impact local sports clubs as a result of no on road parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-32	Objects to the removal of mature trees on Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-32	My property will be reduced by approximately 1.5meters resulting in me being unable to park within my property.	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-C9-81	The proposed new option J for bus service in The Blackrock/Mahon area is completely unacceptable Under the new proposal J it is indicated that this will be relocated to the Boreennamana Road with no public transport on this traditional route	Please see the NTA's response to Issue 10 in this report
NTA-C9-81	organizers describe the address for Nemo as being in Co Cork when anyone with the slightest connection to Cork would know it is in Cork city.	Please see the NTA's response to Issue 11 in this report
NTA-C9-87	I am appalled that a proposal to remove so many of the trees that line Boreenmanna Road has been put forward. Mature urban trees are vital for; reducing road temperatures, reducing city temperatures, reducing emissions, and improving air quality.	Please see the NTA's response to Issue 4 in this report
NTA-C9-134	the proposed addition of bus and cycle lanes to the Boreenmanna road is unnecessary and would be done so at the expense of the local area. While it is my view that planning around transport must take cyclists, paledestrians and buses into consideration, I do not feel that it must be to the detriment of the local area or environment. The notion of removing trees in order to give that space over to cycle lanes seems counterproductive. I feel also that Boreenmanna road cannot adequately accommodate cycle and bus lanes. Take for example the Skehard road - immediately after turning right at the lights towards Mahon, the bus lane merges back into normal traffic just outside of the CSO building. This seems pointless and isn't exactly clear how the bus lane here is in any way beneficial.	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-C9-134	The loss of on-street parking here would also be detrimental. Not only do many of the area's residents rely on this for parking, but it is also used by those coming from further a field. All of these would suffer as a consequence of losing on-street parking and what benefit that they are to derive from the proposed plans is not obvious. I feel however that a compromise can be reached. If there is an insistence that this plan goes ahead in one form or another then I think one possible alternative that deserves consideration would be that of a shared use cycle and bus lane. This would satisfy the need to give over some road space to buses and cyclists while still retaining the trees and allowing on-street parking to be maintained at certain points along the road.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-134	The felling of the trees lining this road as well as any loss of the Ballinlough park would have a negative impact on the area. The park is a fantastic amenity for residents, and the tree-lined Boreenmanna road is one of the few significantly green areas of the city.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-184	<p>I live along Route J. Look slike a good proposal and welcome it. The layout shows a change to junction of South Link to Boreenmanna Rd. Its not clear if there will be a right turn at this new junction for traumatic vehicle locationing from the south.</p> <p>If there will be a change to allow this then I would suggest speed ramps on the section of Boreenmanna Rd where I live (outlined in red) to reduce traffic speed. At the moment you can only come off line to access this road traveling from city centre.</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-C9-184	<p>There was a traffic count done as part of a planning development for 2 houses on this section of road. Avg cars hit 200 per day which I would consider about right. However it is very heavily pedestrian used & cycling. The proposal shows this section of road as a shared road with bike logos which is great.</p> <p>I would however suggest that if the turn from link is to be ammended there will be an increase in traffic thus high count. people use this leg of Boreenmanna rd more than Rockboro Ave as the line of travel is more direct to city centre Speed ramps & 30km limit should be imposed. Speed bumps or speed cushions will ensure cars rat runing through this section of road will travel at speeds compatable with the intended shared use route. attached screengrab from Route J showing sectioin of Boreenmanna rd in question.</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-C9-187	<p>At present the journey time is up to 30 mins and the bus connect journey time will be 17 mins. In order to achieve this hundreds of beautiful mature trees will be removed as well as sections of private gardens.</p> <p>It is also proposed a section of Ballinlough Community Park ,which is used by old and young , will be removed. This is too high a price for transport.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-195	<p>I have concerns about the existing trees to be removed along the beautiful leafy Boreenmanna Road</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-198	<p>Removal of over 190 on street car spaces</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-198	<p>Multiple draft compulsory purchase order proposals of parts of front gardens being proposed which I don't consent to.</p> <p>as well as a proposal for land to be taken from Ballinlough Community Park</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-198	<p>Increased traffic, noise and pollution in the area which has serious health implication on residents</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-249	<p>I am concerned about the proposal to remove a large number of the trees that currently line the road</p> <p>The trees are all over 25 years old and form part of the character</p> <p>I would support keeping the trees and installing bike lanes in both directions on the Boreenmanna Road by narrowing the general traffic lanes, however given the current traffic volumes on the road I believe that the bus lanes are unnecessary.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-253	<p>further impact on poor air quality in area, water pollution from road run off, negative impact on two areas rich in biodiversity (Beaumont quarry and Marina greenway).</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-253	<p>Bisecting of community to create unnecessary transport hub with knock on effects on use of green spaces, safety of area, and access to 4x primary schools in area.</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-C9-253	<p>Reduction of pavement area and busier, 4 lane road will make the area less safe for young kids on scooters and roller skates, for older residents, parents with buggies, wheelchair or walking aid users, dog walkers etc.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-253	<p>Increased road traffic will lessen safety of roads, no mitigation against speed issues in the area</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-254	<p>What about removing one lane of car traffic, make roads one way for cars and still have two lanes for buses?</p>	<p>Please see the NTA's response to Issue 12 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-254	In my opinion this is a big flaw in the thinking of Bus Connects - in order to have bus and cycle lanes, we must cut down trees some token sapling trees planted where mature trees were destroyed -	Please see the NTA's response to Issue 4 in this report
NTA-C9-254	In my opinion this is a big flaw in the thinking of Bus Connects - in order to have bus and cycle lanes, we must... have small footpaths,	Please see the NTA's response to Issue 1 in this report
NTA-C9-254	In my opinion this is a big flaw in the thinking of Bus Connects - in order to have bus and cycle lanes, we must...take from peoples gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-274	There is no need for the dedicated bus corridor on the boreenmanna road the bus is never caught in traffic on this road. It would make more sense to have area where the bus can pull in from the shared traffic area. This would allow for all the proposed tree felling to be prevented.	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-C9-275	How do you plan to maintain the character of the road?	Please see the NTA's response to Issue 4 in this report
NTA-C9-275	The plan includes significant amount of tree fell on the Boreenmanna road. How do you plan to replace the lost shade? Noting the "We will facilitate the creation of small native forests as part of our agri-environment schemes, avoiding poor citing of trees to ensure biodiversity as well as carbon goals are met." as per the CLIMATE ACTION PLAN 2021.	Please see the NTA's response to Issue 4 in this report
NTA-C9-285	I would also have serious concerns about the lower levels of Ballinlough Park being removed to make way for a wider road. This is a very important amenity for hundreds of homes in the area Creating a 4 lane road with 2 cycle lanes is going to industrialise this part of the city and turn it from a pleasant residential area into a noisy and unappealing place to live	Please see the NTA's response to Issue 1 in this report
NTA-C9-285	I have very serious concerns about the trees that will be removed to enable more bus and cycle lanes. The trees provide shade in the summer and habitats for local wildlife Planting semi-mature trees on footpaths early in the process will help to mitigate against some of the downsides.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-295	<p>Proposals for Alternative Cycle Route below uses existing cycle lanes and minimises disruption:</p> <p>Junction of Wallace's Avenue and Victoria Road down Victoria Avenue to Victoria Road route the cycle traffic at Junction of Wallace's Avenue and Victoria Road down Victoria Avenue to Victoria Road</p> <p>Make Victoria Avenue a one-way system going to Victoria Road Victoria Avenue is already a difficult two-way traffic section. The entire stretch of road from the junction of Victoria Avenue and Victoria Road is practically fully double yellow lined and is perfect for a cycle lane.</p> <p>Dedicated cycle lane at the junction of Victoria Road and Centre Park Road beginning at the roundabout junction and goes from here with a one-way contra flow cycle lane past Goldbergs and the Idle Hour and Navigation Square offices.</p> <p>Use the dedicated, existing safe cycle lane at One Albert Quay and Cork City Hall which has traffic light safety and where it joins with the planned route at Parnell Bridge cycle lanes</p> <p>Allow an opportunity for cars which are trying to access to Victoria Avenue to create a circular flow of traffic back onto Victoria Avenue (when needed) by opening up an entry point onto Boreenmanna Road at its junction with Rockboro Avenue and the older Boreenmanna Road.</p> <p>Currently, it has an exit for cars coming off the South Link Road. What is now required is to make this junction an entry and exit point with a yield sign to oncoming traffic coming from the South Link Road. A widening of the junction and possible removal of two trees and a small alteration here will make this perfectly feasible.</p> <p>Benefits:</p> <ol style="list-style-type: none"> 1) builds on existing cycle lanes along the quay 2) is completely flat 3) does not require massive infrastructural changes 4) Joins with the Development Plan areas of the Docklands Development, green areas and existing cycle lanes along the Centre Park Road, the Marina, the new Marina Park and the dedicated Passage Greenway. 	Please see the NTA's response to Issue 12 in this report
NTA-C9-295	<p>Proposals for Alternative Cycle Route below uses existing cycle lanes and minimises disruption:</p> <p>Develop cycle lanes in and out of the city utilising City Hall, Albert Quay and Victoria Avenue to Centre Park Road) Utilise existing cycle lanes from Brian Boru Bridge through Anglesea Street to junction of Old Blackrock Road, Infirmary Road and Langford Row. Install a cycle lane along the Infirmary Road where it will rejoin Boreenmanna Road with Rockboro Avenue. Alternative proposals include:</p> <p>Continue onto the existing cycle lane with bollards running from the junction of Infirmary Road and the Southern Road. Cycle lane terminates at the junction of Southern Road and Capwell Road, is only a short distance to a potential cycle lane with a new one-way system at Ballinlough Road towards the junction with Castlegreina Park, Bernadette Way and Wallace's Avenue. Make the Ballinlough Road a one-way system also and let it join Boreenmanna Road cycle lane at Wallace's Avenue junction with Boreenmanna Road or onto Bernadette Way and its junction with Boreenmanna Road. Existing traffic can have a circular route from Ballinlough Road onto Bellair Estate and its dedicated traffic lights at its junction at Douglas Road. Traffic coming from Ballinlough Road already has right of way to coming traffic from the Douglas Road and Bellair Estate road.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-298	<p>Cars are parked on Boreenmanna road all day - where will these go when the parking disappears?</p> <p>Cork Con, Ballinlough GAA and GAA stadium have training and matches and other events. There is very little or no designated parking for people attending - they park on the road and in cycle lanes at the moment - where will these people park?</p> <p>If they are expected to travel by public transport then the clubs will need to be included in the consultation. Players may have to live within cycling distance/bus route of the place where they train/attend matches. Ballinlough Road, South Douglas road and surrounding estates may get more car traffic with Douglas road going one way for cars.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-298	<p>Route J: It is great that the bus gets priority on Boreenmanna Road and Douglas Road.</p> <p>It is a shame that the trees have to be removed, parts of gardens and Ballinlough Park taken. Could the cycle lanes be on one side of the road and take up less space? Cars are parked on Boreenmanna road all day - where will these go when the parking disappears?</p>	<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>
NTA-C9-298	<p>General: I support bus connects. Pedestrians and cyclists need more space and safety on our roads.</p> <p>Buses and other public transport need to be prioritised over cars if we want to stop using oil.</p> <p>Everyone will have to change how they travel - especially if you use a car for most of your journeys.</p> <p>Cycle lanes need to join up in Cork City - it is very haphazard at the moment. There needs to be covered, safe bike parking with CCTV, lockable spaces so your bike is there when you return. Disabled people have to have access, including parking and be included in any changes. We will need more enforcement of traffic/parking laws - more parking wardens!</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-310	<p>Perhaps make our area a one way system for cars and/or buses, re-directing traffic via Ballinlough Rd or Blackrock Rd to make space for a separate bus/cycle route.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-310	<p>This proposal will have a huge impact on the wildlife and birds who nest in the area, which not only has a negative impact on biodiversity in our area but also on our health.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-310	<p>Our garden is shared between all residents who live in the Apartments, children play safely, older people relax outside and we chat with neighbours after work. Restricting this will have such a negative impact on our sense of community.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-310	<p>I am alarmed and upset that the trees all along our road will be cut down (and not replaced),</p> <p>The social, health and environmental benefit act as a buffer to traffic noise, increasing temperatures and air pollution.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-317	<p>Page 42: Bus heading towards Mahon to Temple Hill Junction a bit too close to turning left.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-317	<p>Page 35: Bus stop is planned to close to the exit?</p> <p>Page 46: New bus stop at Super Valu/Church Road on left hand side of the road (church road side) is too close to Church Road possible with cars turning left onto Church Road.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-317	<p>Page 36: Why do you need a toucan crossing at Yorkboro when people can & should cross at Victoria Cross/Wallace Ave Junction?</p> <p>Page 37: Toucan crossing too close to the exit of Willow Lawn & The Oaks. Melrose would be a better spot.</p> <p>Page 50: Toucan crossing get rid of as people can use the Mahon Point Junction to cross the road.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-317	With either a 5km or 20km walking the park was great to have to be able to walk around for fresh air, mental health, and meet up with locals at a social distance to keep us all sane.	Please see the NTA's response to Issue 4 in this report
NTA-C9-317	There are few public parks in the area without taking & reducing the park in which the Ballinlough Youth Club, Scouts, Tennis Club & Ballinlough Fairies use throughout the year	Please see the NTA's response to Issue 4 in this report
NTA-C9-317	Along with the removal of hundreds of trees being removed is not on the government green policy is it?	Please see the NTA's response to Issue 4 in this report
NTA-C9-331	I believe the destruction of all trees on the Boreenmanna Road to be an act of vandalism	Please see the NTA's response to Issue 4 in this report
NTA-C9-335	It destroys the natural beauty of the area, and in a time when we should be placing preservation orders on trees, instead of removing them!	Please see the NTA's response to Issue 4 in this report
NTA-C9-335	It is home to nesting Robins during the spring and Turtle Doves all years round. According to the National Parks and Wildlife Service (NPWS) reports, (ISSN 1396-6670) these two species are currently at status Amber on the 'Red List Status'.	Please see the NTA's response to Issue 4 in this report
NTA-C9-335	to eliminate the on-street parking is a health and safety concern.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-335	In the Ballinlough/Blackrock vicinity there is a sizable population of people that depend upon meals on wheels, daily delivery services, health worker visits which can include Doctors, Public Health Nurses, ambulance attention and care workers It will also decrease the number of car parking spaces within the complex.	Please see the NTA's response to Issue 5 in this report
NTA-C9-335	The social issue of removing the on-street parking spaces as proposed by the plan is also detrimental to the considerable number of long-standing residents - simply put - where are daily visitors to family and friends going to park? The shared garden in the complex is the only recreational area that the complex has. All residents use it for various activities	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 6 in this report
NTA-C9-335	As we are all aware, trees offer many environmental benefits The trees improve air quality by filtering harmful dust and pollutants such as ozone, carbon monoxide, and sulphur dioxide. reduce the amount of storm water runoff, which reduces erosion and pollution in waterways and, greatly reduces the effects of flooding which is a necessity as rainwater management is nowhere evident in the design. Many species of wildlife depend on these trees for habitat. the design proposes moving the front stone wall, which is nearly 100m long, into the garden area 5m in The Willows Apt Complex. To do this, some of the trees in the garden must be removed - meaning even more trees than those already existing on the road are gone. The design on PG37 fails to red circle these trees!	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-C9-335	Nowhere in the plans is there electrical charge points, set down areas or bicycle parks On page 7 of the proposed plan it states 'Improve accessibility to jobs, education and other social and economic opportunities...' in the city centre only' should be added to that! It further states, 'Enhance the potential for cycling by providing safe infrastructure for cycling' - yes, if you only want to cycle to the city centre! Has the plan even taken Irish weather into consideration?	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-335	the design proposes moving the front stone wall, which is nearly 100m long, into the garden area 5m in The Willows Apt Complex. To do this, some of the trees in the garden must be removed - meaning even more trees than those already existing on the road are gone. The design on PG37 fails to red circle these trees! It will also decrease the number of car parking spaces within the complex.	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-C9-335	to eliminate the on-street parking is a health and safety concern. It causes a safety hazard for any residents that need to advance onto the Boreenmana Road from residential areas.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-335	Has the plan carried out any study to number the amount of cyclists?	Please see the NTA's response to Issue 1 in this report
NTA-C9-337	the proposals would impact very negatively on the quality of our environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-337	The proposed changes would destroy our shared and greatly cared for garden, our trees, and the wildlife it supports. reduce the size of our nearby community park.	Please see the NTA's response to Issue 4 in this report
NTA-C9-337	The proposed changes would destroy our shared and greatly cared for garden, our trees, and the wildlife it supports. the proposal seeks to destroy over 280 mature trees on the Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-338	I agree with concerns among other submissions about...removal of trees along Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-340	None of these homes have driveways so the residents park on the hill and bring their shopping etc back to their homes. A new apartment block has been built on the Boreenamanna road without any car spaces	Please see the NTA's response to Issue 5 in this report
NTA-C9-341	wheelchair user - transport is [personal information redacted] and needs to be accommodated .	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-341	The road is very wide at the moment and is aesthetically a lovely Road .its trees add lovely character to it .	Please see the NTA's response to Issue 4 in this report
NTA-C9-341	.The proposal to have two bus corridors and two cycle lanes seems excessive .The only build up of traffic is during the brief 8-8.30 period and that is one way on to link rd .	Please see the NTA's response to Issue 9 in this report
NTA-C9-345	The proposal is like turning a residential area into a motorway with heightened levels of noise and pollution from the priv removal of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-345	I object to... removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-345	I object to... taking of private property from residents	Please see the NTA's response to Issue 6 in this report
NTA-C9-347	This plan gives no consideration for people that have to use their cars also no consideration for people trying to cross cycle lane and bus lane to gain access to rd safely on Boreenmanna 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-C9-347	Under the proposed plan the volume of traffic will increase drastically. Public transport to be relocated from Blackrock rd to Boreenmanna Rd .Traffic to be redirected from Douglas rd down Wallace's Ave to Boreenmanna Rd	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-347	The Present traffic system on the Boreenmanna Rd is extremely efficient but consideration has to be a priority for the provision of space for cyclists. To eliminate the devastation of trees, gardens and loss of essential parking maybe cycle lanes alongside present lanes would suffice	Please see the NTA's response to Issue 9 in this report 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 6 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-347	The six hundred and sixty million Euros approved by our present government could be deployed more effectively in this present climate instead of allowing peoples lives and property and environment to be destroyed.	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 9 in this report
NTA-C9-347	This move would be devastating as the plan is proposing the elimination of all on street parking. This plan will impact greatly on visitors to as the reduced level of parking inside and on street will be non existent in The Willows 190 on street car parking spaces to be eliminated these spaces are an necessity for Doctor's surgery , Creche , Three Schools, funeral home, pairc ui Rinn, Cork Constitution, Hairdressers residents that have spent a lifetime on Boreenmanna Rd without private parking deserve the right to retain on street parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-347	Destruction of green area Boreenmanna Road - It is a much loved and needed outdoor recreational space for children to play and residents to enjoy	Please see the NTA's response to Issue 4 in this report
NTA-C9-347	It is beyond comprehension that consideration is be given to the destruction of 280 beautiful trees that enhance our road and provide shade and a barrier to noise pollution. Trees provide sanctuary food and protection for many species of wildlife that are present in our area this plan would be environmental catastrophe. The removal of these trees will allow a increase in emissions and deplete air quality. This will result in residents being subjected to an intolerable level of noise and air pollution totally unacceptable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-347	I am appalled at the proposed plan to acquire land from our garden on Boreenmanna Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-350	The proposal is like turning a residential area into a motorway with heightened levels of noise and pollution from the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-350	I object to removal of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-350	I strongly object to taking of private property from residents	Please see the NTA's response to Issue 6 in this report
NTA-C9-350	The taking of private property for bus lanes will be met with strong local resistance as residents will be deprived of their privacy.	Please see the NTA's response to Issue 6 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-367	<p>One way system for vehicle and bus lane coming from Mahon route along Boreenmanna Road to City centre and have the cycle lanes (if required?)/ pedestrian pathways in both directions.</p> <p>One way for vehicle and bus lane coming from City to travel via Blackrock Road and turn right along Church Road, as Ballintemple is a bottle neck for cars / buses as is.</p> <p>One way system going down Victoria Avenue to Old Blackrock Road.</p> <p>Incorporate a majority of cycling in bus lanes, while installation of regular laybys for cyclists off the bus lanes in between the current location of trees. This will give the opportunity for buses to pass and for the cyclists to then continue on their journey.</p> <p>Put in extra pedestrian crossings on the Boreenmanna Road.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-367	The question has to be asked, is it worth all this destruction for such a very small overall percentage for cycling	Please see the NTA's response to Issue 9 in this report
NTA-C9-367	<p>Noise pollution will be increased.</p> <p>Air pollution will increase due to the reduction in trees/green area and increased traffic</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-367	<p>With so many people within the building working remotely, the garden is essential to wellbeing and mental health.</p> <p>Garden environment and trees decrease anxiety and promotes wellbeing.</p> <p>The limitations imposed by COVID highlighted the critical importance of our green space, trees and wildlife.</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-C9-367	<p>Losing car park spaces for residents and people who visit.</p> <p>The creche on the road will be affected with regard drop off / collection and nearby parking.</p> <p>The GAA Parc Ui Rinn stadium, as well as the Funeral home opposite will be without any nearby parking</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-367	<p>The garden area helps create a sense of belonging and community.</p> <p>Reducing green area in Ballinlough park, which is utilized by the local community.</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-C9-367	<p>Practically all the trees will be cut down along the Boreenmanna Road.</p> <p>Bird nesting and wildlife is being negatively impacted.</p> <p>Trees act as a buffer to traffic noise and pollution, while also acting as natural air conditioners in the more frequent hot summers.</p> <p>The number of pedestrians who commute to and from work may well in fact fall, as no shelter will be provided from excessive sunlight in the summers and rainfall in the winters.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-367	<p>Seven trees along with front garden being lost (please see attached picture), with at least 5m into property from current footpath.</p> <p>Losing glass recycling and refuse storage area.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-367	<p>The school on the road will be impacted with no place to drop off / collect kids attending school.</p> <p>This will create a Health and Safety issue for the school.</p> <p>Electric bikes are more of a danger to pedestrians who will be walking alongside cycle lanes.</p>	<p>Please see the NTA's response to Issue 3 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 5 in this report</p>
NTA-C9-372	It's not clear if needs of elderly or disabled residents have been taken into account when removing their parking option	<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-C9-372	I would like to suggest that having the new bus and cycle lanes on one side of roads like these could potentially be a happy medium which would minimise the stress and impact on local residents.	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-372	all parking on Boreenmanna road, this will take away parking spaces for numerous residents of this road and many others such as Wallace's Avenue and Knockrea Gardens, and no alternatives have been provided as far as I can see	Please see the NTA's response to Issue 5 in this report
NTA-C9-372	Finally, on many of the routes I see a lot of trees and green space being removed, with vague alternatives suggested like replanting trees nearby "where possible". It would be better to see a more detailed plan on this, and understand how the promise to replant all trees removed will be properly enforced, and in what timeline.	Please see the NTA's response to Issue 4 in this report
NTA-C9-372	Has a feasibility study been done to understand how traffic being displaced will impact nearby routes?	Please see the NTA's response to Issue 1 in this report
NTA-C9-379	I am significantly concerned that in the current plan I see no reference or consideration to actions for traffic management on the Ballinlough Road or the surrounding roads.	Please see the NTA's response to Issue 1 in this report
NTA-C9-379	I would assume that traffic prediction models have been used to analyse the likely flows of traffic on the roads in Cork once Bus Connects is implemented. I would be interested in understanding what the modelling indicates for Ballinlough Road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-394	removal of road parking spaces will lead to... encroaching on private driveways;	Please see the NTA's response to Issue 5 in this report
NTA-C9-394	On street parking (for private vehicles or public service vehicles...e.g. day centre collection) is vital for day-to-day life and to preserve a measure of independence.	Please see the NTA's response to Issue 5 in this report
NTA-C9-394	the quality of life for residents living adjacent to the route will be significantly impacted with additional noise, increased pollution (carbon monoxide)	Please see the NTA's response to Issue 4 in this report
NTA-C9-394	the removal of road parking spaces will lead to the inevitable spilling over into surrounding uncontrolled residential parking areas with an increase in the already problematic habit of parking half-and-half on footpaths	Please see the NTA's response to Issue 5 in this report
NTA-C9-394	Páirc Uí Rinn, Páirc Uí Chaoimh and Cork Constitution. During the week both attract much traffic and footfall for both training and matches. there is often much additional parking and it is common for the main roads and surrounding residential roads to be fully occupied for a few hours. If these factors are not considered, then what will be the impact on the local community? The land at the front of the Willows is used by residents for a range of purposes including leisure and guest parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-394	The proposed route sees the removal of almost 300 established mature trees. This amounts to environmental vandalism. As other submissions have described, these trees provide a range of ecological benefits to animals and humans. Scant reference to such benefits and their removal is covered in the report.	Please see the NTA's response to Issue 4 in this report
NTA-C9-394	current road violation enforcement is weak. Without a significant increase in violation control (speed cameras, parking control personnel, etc.) it is highly probably that the level of violations will increase. The Willows - the proposed land-grab would remove the waste recycling that has been established at this site. Such recycling at a large residential block is not common and its removal has not been considered in the report	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 6 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-394	the proposed scheme removes a significant area of private gardens and open space. Again, the impact of this is not covered and financial compensation via the CPO process is little compensation for the impact of the quality of life	Please see the NTA's response to Issue 6 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-394	The public consultation document is a very poor piece of work by any measurement. It lacks key content and context and fails to consider a host of important factors and impacts.	Please see the NTA's response to Issue 11 in this report
NTA-C9-394	a wide and potentially dangerous road to cross	Please see the NTA's response to Issue 1 in this report
NTA-C9-394	In summary, where is the analysis of: - * Current use and type of vehicle using the route over days and hours of the week (term and non-term time, match and non-match days, good weather and bad-weather days)? * Current cycle use including ground work to establish when cycle enter and leave the route? * Current footfall on the route. Current footfall crossing the route. Current footfall analysed over days of the week, hours of the day, term and non-term time days, match and non-match days, good weather and bad-weather days. * Current volumes and people visiting and using key services (schools, doctors, sports stadia, pubs, shops, churches, funeral homes, etc.) along the route analysed over a significant time period? * Current parking patterns and associated time analysis? * Bus use volumes and associated granularity across days/times/ type of bus user? * Current enforcement data and trends covering parking violation volumes (particularly match days) and speeding (particularly early morning and late night)? * Future trends both with and without changes to the route analysed over the above considerations? The report does not mention how the proposed scheme will be assessed in terms of its success and in particular the impact areas above. The report does not mention air quality and its monitoring	Please see the NTA's response to Issue 1 in this report
NTA-C9-395	Many have no other option but to use a car or adapted vehicle.	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-C9-395	I object in the strongest terms to the proposed route from Mahon to City. There are only two time periods on weekdays when this route is busy. They are early morning and late afternoon Monday to Friday	Please see the NTA's response to Issue 9 in this report
NTA-C9-395	In addition, have you considered the environmental impact of the building materials you will use.	Please see the NTA's response to Issue 1 in this report
NTA-C9-395	grounds of the Willows residential site that brings mental and physical health benefits to those that live there and visitors alike.	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-C9-395	Many residents park on the road as they do not have driveways	Please see the NTA's response to Issue 5 in this report
NTA-C9-395	The proposed destruction of the trees that line the Boreenmanna Road is appalling and something that must not be allowed to proceed grounds of the Willows residential site that brings mental and physical health benefits to those that live there and visitors alike.	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-C9-401	Your proposal ignores the elderly and disabled drivers who need to have parking at their homes.	Please see the NTA's response to Issue 5 in this report
NTA-C9-401	This is a residential community. No residential community should have a six-lane wide super road inflicted on it.	Please see the NTA's response to Issue 9 in this report
NTA-C9-401	To my mind it would be less disruptive and more use smaller buses at increased frequency and monitor it for several years.	Please see the NTA's response to Issue 12 in this report
NTA-C9-401	Remember that we live in a post Covid world where many people are nervous of shared transport and other would be advised against it on medical grounds.	Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-401	<p>You propose to remove approximately 235 parking spaces from [personal information redacted] with no consideration given to the following</p> <p>We have 4 schools, a creche, a doctor's surgery and a funeral home all of which need access to parking and set down and pick up space.</p> <p>For residents may have the possibility to access rear gardens to create off road parking, will permission be granted for this and who will cover their costs.</p> <p>Bus gate Douglas Road - All the residents of Knockrea Gardens and many residents of the Avenue have only on road parking.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-401	<p>It is proposed to take ground from Ballinlough Park. I submit this is outrageous. The residents of the community use this wonderful resource and its size should not be compromised.</p> <p>Cork Constitution Rugby Club has been part of the community for many years. Your proposal gives no consideration to how parents bring and collect their children from training. Or where match attendees can park on match day.</p> <p>Pairc Ui Rinn poses the same questions I submit for the Rugby Club.</p> <p>O'Connor's Funeral Home. A funeral home is an integral part of a community. Where do you propose those who attend to mourn family and friends park?</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> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-401	<p>You propose to remove 191 beautiful mature trees.</p> <p>This is not environmentally friendly.</p> <p>You do propose to replant some trees (saplings, no doubt), many of which appear to be planted on the area which joins the Link Road. This is an area where there is neither footpaths nor residents. So why plant trees there?</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-401	I believe that CPO's are unfair to homeowners.	Please see the NTA's response to Issue 6 in this report
NTA-C9-401	<p>You have not done a traffic study so you cannot quantify the level of frequency or use the current bus service has.</p> <p>I find it difficult to believe that you make the outlined proposals without analysis of how residents on [personal information redacted] live.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-402	<p>Instead of going along Ringmahon Road entirely, the proposal is to go onto Avenue De Rennes.</p> <p>In my opinion, this is a mistake. Ave Rennes is a very thin road passing a very, busy school and bar and has lots of on-street parking.</p> <p>The route all the way along Ringmahon Road is the better option. It is a bigger road and much less obstructed.</p>	Please see the NTA's response to Issue 10 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-C9-417	The fact that a CPO is required to implement such plans suggests that this area is simply not the right choice for a scheme of this kind	Please see the NTA's response to Issue 6 in this report
NTA-C9-417	<p>especially the part of the road by the faery park - could result in the death of a child and I have grave concerns about this</p> <p>it is hard to see how it could ever be safe to have such an increased amount of traffic so close to an extremely well utilised spot for families, one that is constantly full of children going in and out, right by the Boreenmana Road</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-417	whether any feasibility studies have been carried out to compare how realistic what is proposed is, in comparison to what has passed in other areas.	Please see the NTA's response to Issue 1 in this report
NTA-C9-425	this proposed Bus Route will have major impact on my property as I will not have room to park my car within my property, nor will I be able to park outside my property.	Please see the NTA's response to Issue 5 in this report
NTA-C9-442	The plan is to widen the whole road which will bring traffic even closer to homes. The noise & pollution from the traffic at the moment is bad enough never mind bringing it closer to us.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-442	I strongly object to the plans for the Boreenmanna Road. To even think about cutting down all the trees on this lovely road is the height of madness. How it can be considered, with climate change being the biggest threat to us all, is beyond me. There are 3 roads in this area all going in the same direction, can one way systems not be looked at?	Please see the NTA's response to Issue 4 in this report
NTA-C9-450	The changes proposed will turn this road into a dual carriageway, which is not of any advantage to the residents.	Please see the NTA's response to Issue 9 in this report
NTA-C9-450	The removal of mature trees is not environmentally friendly, and will increase noise and traffic pollution in our homes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-450	This is the second time in my lifetime that Boreenmanna road has been widened, but now it would appear that I am to lose a portion of my garden.	Please see the NTA's response to Issue 6 in this report
NTA-C9-452	Instead made into a bus only route (except for residents' cars, enforced by ANPR, with non-registered cars fined via post), electric buses purchased and the frequency of bus services increased. This would be a money-saving win for everyone involved.	Please see the NTA's response to Issue 12 in this report
NTA-C9-452	€600m could be saved	Please see the NTA's response to Issue 9 in this report
NTA-C9-452	Bus traffic will increase and so too pollution.	Please see the NTA's response to Issue 9 in this report
NTA-C9-452	Cyclists will still be exposed to fumes and dangerous vehicles. The serious chance of someone like myself being hit by a bicycle or vehicle outside of the beloved and well frequented Faery Park.	Please see the NTA's response to Issue 1 in this report
NTA-C9-468	In my opinion, you have not considered the impact this will have on the local community and environment. I urge you to engage with those who live along the route before making a final decision.	Please see the NTA's response to Issue 4 in this report
NTA-C9-468	The Willows on the Boreenmanna Road will lose a significant amount of land and trees if this proposal goes ahead. This will have a major impact on the health and wellbeing of all residents. I urge you to carry out a proper risk assessment before you proceed any further.	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 1 in this report
NTA-C9-468	In my opinion, you have not considered the impact this will have on the local community and environment. I urge you to engage with those who live along the route before making a final decision. In its current form the proposals are unacceptable and I strongly object.	Please see the NTA's response to Issue 4 in this report
NTA-C9-468	The Willows on the Boreenmanna Road will lose a significant amount of land and trees if this proposal goes ahead.	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-C9-473	The proposed changes to the Boreenmanna Road will have devastating implications in a number of areas, the most significant being: The proposed destruction of 280 mature trees along this route beggars belief. In a time when climate change is a daily news item, 24 hours a day, this makes no sense whatsoever.	Please see the NTA's response to Issue 4 in this report
NTA-C9-473	To create a concrete jungle along this route will lead to major increases in noise and traffic. This will have implications both for people living along the route and for schools located in the area. In its present format it would also create difficulties for the funeral home, sports grounds, doctors surgeries, and the nearby churches.	Please see the NTA's response to Issue 4 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-473	It will also have a very negative impact on the number of car parking spaces available With the proposed removal of the on street parking along the road, which is now used by both residents and visitors to the area, what is proposed to accommodate this need?	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-473	For the Willows complex to facilitate these proposals would mean losing a substantial amount of its front garden, including a number of mature trees.	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-C9-487	I wish to object in the strongest sense possible, to the proposed Mahon to City Route J plan. I own properties in a [personal information redacted] located on the [personal information redacted], which will be detrimentally affected by the proposed changes. By creating proposed unnecessary bus corridors on one of the widest roads in the City, a huge section of our private gardens, a large number of private car parking spaces within our [personal information redacted] and our communal bin and recycling stores will be destroyed. This will have a severe impact on all occupiers enjoyment of our [personal information redacted] and also severely affect a quality of living that is currently enjoyed. It will also negatively impact on the value of our properties.	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-C9-487	Most alarmingly of all, is an outright refusal to acknowledge a parking need for residents on the [personal information redacted] and adjoining area, by removing [personal information redacted] existing on-street parking spaces, as well as the large number of private off-street parking that will be removed. The new apartment complex currently under construction on the site of the former Glenanaar Public House, creating 26 new apartments, which can accommodate over 50 residents has NO PARKING provided whatsoever and will rely solely on on-street parking, which are being removed under this plan. [personal information redacted] was already widened some 20 years ago with a lot of land acquired by CPO and already allows for on-street parking for residents on both sides as well as two way car passage. There are 3 schools located on the [personal information redacted], one of which relies solely on on-street parking to drop and collect children - how is one supposed to drop or collect their child under this proposal - clearly they're not!!! There are a number of other businesses on the Street that rely on on-street parking including a busy funeral home - how will this work?	Please see the NTA's response to Issue 5 in this report
NTA-C9-487	By also removing 280 beautiful, mature trees which line a substantial stretch of the road, you are removing a buffer and exposing residents to increased noise pollution and increased emissions as a result of a substantially increased traffic corridor, which overall I staunchly object to. It is a ridiculous and unconsidered plan in every aspect.	Please see the NTA's response to Issue 4 in this report
NTA-C9-500	Much of the cycle lanes proposed in this corridor are two separate one way 1.5m lanes. It might be more comfortable and safer for users for these lanes to be merged together into one dual way 3m lane. I would also fear that cycle lanes will be used for car parking around the Pairc Ui Rinn and Cork Constitution grounds at Temple Hill and therefore need extra protection such as metal bollards.	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-C9-504	Plan doesn't take into consideration of the Over 350 children train in Con on Saturday. Parents drop off their children and many stay to watch their childrens activities. Youths and adult teams train every evening of the week. ALL games on Saturdays attract crowds of over 500. The facilities are also used by hundreds of people for other social purposes such as bridge clubs, keep fit classes, TAG rugby, and social events. The club has a huge impact on our local communities and has a long and proud history. the proposal for Bus connects cannot progress in its current form to benefit the few users Vs a large community that benefit from what is a material inter generational club	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-513	<p>It will increase traffic on the road due to the fact that whilst buses are being encouraged, cars are not being disqualified.</p> <p>This will make it harder to get around and increase pollution, the introduction of cycle lanes will also make life more dangerous for pedestrians, especially children coming in and out of the well-frequented faery park.</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-C9-513	<p>Furthermore, this road currently has many beautiful trees on it that are aesthetically pleasing as well as being a carbon sink. By chopping these down and increasing traffic flow, the overall environment will suffer, it will be a net negative for motorists, residents and pedestrians/cyclists who will breathe in more of this vile and toxic air. This proposal should not be allowed to go ahead and cannot be allowed to go ahead if passed, it will destroy a beautiful part of the City for generations to come and the money could be better spent on actually improving many other aspects of Cork City life.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-513	<p>the introduction of cycle lanes will also make life more dangerous for pedestrians, especially children coming in and out of the well-frequented faery park.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-514	<p>Alternatives should be found, for example: 1) only one bus lane and one cycle lane or 2) to re-route the cycle lane via Beaumont park which is a far nicer and safer environment for a cyclist or 3 take the cycle lane via Ballinlough, an easier route avoiding the need to climb Temple Hill at all.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-514	<p>The corridor "J" in the Cork Bus Plan has many deficits. Primarily safety issues regarding the Temple Hill area. People use the Cork Con rugby grounds continuously during the day, typically 6 or 7 days a week. On Saturdays hundreds of children use the facilities. They arrive for a match laden with gear. The drastic removal of parking spaces will unnecessarily create risks of accidents. The corridor is excessive in this area. It is lazy unimaginative planning to simply follow the existing route.</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> <p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-516	<p>From my interpretation of the plans, the introduction of the proposed changes would remove all parking opportunities in the immediate locale and would, in my opinion, result in cars being forced to park in the surrounding residential estates.</p> <p>This would not only be the case for Cork Constitution hosted events but also Pairc Ui Rinn around the corner and the Jerh. O' Connor funeral home.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-524	<p>In respect of options, the most logical thing to do to support the policy objectives of the scheme would be a one-way system in the Boreenmanna Road with one bus lane, one traffic lane and two cycle lanes.</p> <p>A contra one way system could be placed on the Blackrock Road or the Ballinlough Road. Extra trees, crossing points, and public space could be created on both routes.</p> <p>This seems a logical win-win option, would support the environment, the local residents and policy objectives and it is incredible that it has not been considered.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-524	<p>The gardens have established trees and wildlife that flourish and change as the seasons unfold.</p> <p>The plans will see a significant part of this replaced with concrete and road paint with devastating ecological impact.</p> <p>Finally, I am equally appalled at the plans to grab land from the local community park.</p> <p>This park is a quiet and green refuge for many adults, children and animals.</p>	<p>Please see the NTA's response to Issue 6 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-525	<p>Removing all parking outside Cork Con for bus lane is a huge mistake. There are only 30 car park spaces on Cork Con site available, I do a fitness class at Cork Con 3 times a week & my son trains and plays matches at Cork Con during the weekends.</p> <p>Should you go ahead with removing parking on road I am unable to avail of my classes and how on earth do I get my son to training or watch him playing a match?</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-527	<p>In addition, the proposed removal of the majority of the trees along the road as well as an infringement of our local park is nothing short of a tragedy. These trees shape the landscape of our locality and are a much needed negating factor to the rising pollution levels across the city.</p> <p>The proposed replacement of trees is not sufficient to counter balance the needless destruction of the existing trees.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-527	<p>Traffic is already too fast passing up and down this road and widening of same may only aggravate the situation.</p> <p>There are schools and crèches along this route, which we use, and it is already near impossible to cross this road safely with children.</p> <p>I would urge the responsible parties to carefully consider the proposed changes to the Boreenmanna road route and to perform the correct safety assessments and traffic modelling required to confirm the need for an additional bus lane along this route.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-527	<p>Firstly I wish to express that I am not opposed to sustainable transport and recognise it is a vital part of our future for sustainable living.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-527	<p>However I am objecting to the conditions that are currently set out for the cork city bus connects route J Mahon to city centre, in specific along the Boreenmanna road which is [personal information redacted].</p> <p>I would like to see the modelling data substantiating the need for widening of the Boreenmanna Road to accommodate additional bus lanes.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-530	<p>The volume of traffic on Boreenmanna Road will increase e.g., you plan to increase the amount of buses travelling on this road.</p> <p>Core Route 1 from Ballincollig via Boreenmanna Road to Mahon Point every 10 minutes</p> <p>Core Route 1A from Ballincollig Castle Road via Boreenmanna Road to Mahon Point every 20 minutes</p> <p>Core Route 1B from Ovens (Dell EMC) via Boreenmanna Road to Mahon Point every 20 minutes</p> <p>This is 4 buses every 20 minutes extra on the Boreenmanna Road.</p> <p>This plan will cause more congestion at the city end of Boreenmanna Road South Link N27 Junction which is an area that is already overrun with traffic as it is</p>	<p>Please see the NTA's response to Issue 10 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 1 in this report</p>
NTA-C9-530	<p>I do agree that the Boreenmanna Road could do with extra cycle lanes</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-530	<p>In the last 10 years the noise pollution on the Boreenmanna Road has increased tenfold. Your plans will only increase this further.</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-C9-530	<p>Where will all the cars that currently park on Boreenmanna Road park if all Parking Spaces are removed?</p> <p>Where will all of the spectators, players, selectors and many more people involved park.</p> <p>Around the corner from Cork Constitution is O'Connor's Funeral Home which has 2 parlours for bereaved families.</p> <p>There are 3 schools on the Boreenmanna Road. Ballintemple National School, Ashton School and Rockboro school. Where are people dropping and collecting children from these schools supposed to park?</p>	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-530	<p>Where will all of the spectators, players, selectors and many more people involved park.</p> <p>There is also Cork Constitution Rugby ground adjacent to Pairc Ui Rinn. The same question applies about parking at this location.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-530	Your plans to remove 200 mature green trees from the Boreenmanna Road to Mahon is a Total disgrace.	Please see the NTA's response to Issue 4 in this report
NTA-C9-530	I totally disagree with turning Boreenmanna Road in to a Dual Carriageway and the taking of resident's land.	Please see the NTA's response to Issue 6 in this report
NTA-C9-540	<p>I wish to object to the proposed changes to Boreenmanna Rd as part of the Bus Connect Transport Corridor.</p> <p>At present it is a quiet leafy suburb with a wide road which could at present easily accommodate a cycle lane .</p> <p>I believe there is a proposal to widen it further by taking away considerable chunks of gardens as well as part of Ballinlough Park with the loss of roadside trees which would be detrimental to the flora and fauna of the area.</p> <p>We do not need any more concreted areas in our city - we should work with what we have.</p> <p>During Covid Boreenmanna Rd was a haven for walkers, both young and old - it was so good to be able to enjoy a pleasant walk in a leafy, shaded boulevard and not in a treeless, characterless highway. Altogether it would have a negative impact on the area .</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-546	<p>It may be worth considering more one way options for this corridor.</p> <p>Perhaps a one way outbound route on the Ballinlough road and a one way Inbound route following the proposed corridor along the Borenamanna road.</p> <p>There are multiple connections between these two which may make it more attractive than the proposed J route and associated works</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-549	<p>I wish to object to the proposed changes to Boreenmanna Road as part of the Bus Connect Transport Corridor.</p> <p>no consideration has been given to residents, schools and school children, businesses and sporting facilities in the vicinity of the Boreenmanna Road who will be left with no on street parking.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-553	<p>I strongly object to the land/trees/garden acquisition that would destroy the character of the Willows Apartment block.</p> <p>I also strongly object to the plan to invade the Ballinlough community park. This is a vital piece of social infrastructure bringing joy and pleasure to the local community and visitors alike.</p> <p>It is unbelievable that the plans envisage the w-i-d-e-n-i-n-g of the Boreenmanna Road. This road is already the widest (non-motorway) road in Cork and the proposed changes will destroy its leafy, tree-lined character.</p> <p>It will also have a disastrous impact on wildlife of all types. Why have you not mentioned any of this in your document?</p>	<p>Please see the NTA's response to Issue 6 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>

Reference	Submission Statement	CE response and recommendation
NTA-C9-567	<p>Currently all residents of [personal information redacted] have access to on-street parking only. We are a row of four houses with no front gardens / driveways so the proposed route would result in all residents losing access to parking.</p> <p>There are no other available options for parking.</p> <p>Boreenmanna road is a densely populated road and most residents rely on on-street parking.</p> <p>Removal of parking would result in residents trying to find parking in neighbouring estates, where these residents also have to park on the road. These estates do not have any capacity to take additional cars, with access for traffic passing through the estate already quite restricted</p> <p>A lot of residents in this area are elderly and require access to park immediately outside their house, due to reduced mobility.</p> <p>If on street parking is taken away for residents on Boreenmanna Road, this will worsen the parking situation on Wallace's Avenue.</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-C9-567	Removal of parking options would greatly reduce the value of my house should I wish to sell in the future.	<p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-573	The plan to reroute buses from Ballinlough Road and Blackrock Road to the Boreenmanna Road does not take in consideration elderly people having to walk down and back up steep hills from Ballinlough to the Boreenmanna Road.	Please see the NTA's response to Issue 10 in this report
NTA-C9-573	There are a lot of businesses on the Boreenmanna Road and where are the staff and customers of these businesses going to park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-573	I am in agreement with Cycle Lanes on the Boreenmanna Road but I feel with the current plans that Boreenmanna Road will be turned in to a Motorway.	Please see the NTA's response to Issue 9 in this report
NTA-C9-573	<p>The plans for removing all parking spaces along this route will cause a lot of hardship to homes and businesses on this Route.</p> <p>If people are getting work done to their houses where are the worker's supposed to park.</p> <p>If a skip is required where will people put this skip for rubbish.</p> <p>There are also people parking on the Boreenmanna Road from Monday to Friday who work in the City Centre</p> <p>where are the staff and customers of these businesses going to park.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-573	There are 3 Schools on the Boreenmanna Road (Ballintemple National School x 2 and Ashton School). Where can parent's drop their children if there are no spaces on the Boreenmanna Road?	<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-C9-573	<p>Residents that live off the Boreenmanna Road e.g., Wallace's Avenue, Dunmore Lawn, Willow Lawn did not receive any notification of these plans from the NTA and are only now hearing about it through neighbours and Media.</p> <p>Why did these people not receive notifications?</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-574	<p>it would be criminal to think about reducing our beautiful road to a concrete jungle by removal of 200 trees that line our road.</p> <p>This would allow increase in emissions and greatly deplete air quality.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-574	<p>To whom it may concern ,I strongly oppose the proposed plan for the destruction of our [personal information redacted].It would be to the detriment of peoples well being and health to reduce our garden by 6mt the impact would be unimaginable.</p> <p>Our garden is an integral part of life in the [personal information redacted] much used for recreational activities by our children and older residents.It is beyond comprehension that consideration is given to felling our beautiful mature trees within our complex .</p> <p>The reduced space affects our ability to park a proportion of our vehicles also depletion of waste recycling facilities.This gives rise to stress and anxiety amongst residents as our children and grandchildren relatives friends and carers will find it impossible to find parking especially when 190 on street parking will no longer exist.</p> <p>This plan needs to be completely revised taken into account how it will impact on every person’s life living visiting and working on the [personal information redacted].The present traffic system is extremely efficient and yes change is possible but not at the cost of devastation of people lives and the destruction of their beloved homes and garden.</p> <p>The plan is described as sustainable I would suggest that is not correct as it plans to take away every aspect that at present makes our road environmentally friendly and extremely sustainable and stunning beautiful.</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> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-574	<p>The residents living in close proximity to this new proposed highway will be subject to a poorer quality of life with increased pollution and additional noise and a extremely dangerous road to cross.</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-C9-582	<p>The Boreenmana road is already extremely wide, why would it need to be widened further?</p> <p>It doesn’t have traffic issues but now there will be.</p>	<p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-594	<p>Where will people with permitted Wheelchair parking outside of their houses park if these Disabled Parking spaces are removed.</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-C9-594	<p>These plans for Route J are going to cause major congestion along the whole of the Boreenmanna Road</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-594	<p>Where will the cars that currently park on the Boreenmanna Road go? They will be forced up side roads like Haig Gardens, Beechwood Drive, Dunmore Lawn, Willow Lawn etc. to compete with residents who already live in these areas to find parking</p> <p>A lot of elderly people who park outside their own homes would be forced to go look for parking which could be half a mile or more from their front doors. The GAA have a major venue at Pairc Ui Rinn on the Boreenmanna Road.</p> <p>Where will the Players, Selectors, Spectators and all involved park their cars and buses?</p> <p>O’Connor’s Funeral home on Boreenmanna Road have removals most days of the week.How will people be able to pay their respects if they can’t park their vehicles.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-594	<p>The GAA have a major venue at Pairc Ui Rinn on the Boreenmanna Road. Where will the Players, Selectors, Spectators and all involved park their cars and buses?</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-594	<p>The removal of hundreds of trees is scandalous in this time of Climate Change. You say you will plant a few taken trees which will take years to mature.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-594	There are 3 Schools on Boreenmanna Road. Where will these pupils be dropped off and picked up if this plan goes ahead? How are the parents and children supposed to cross the road if there is a constant line of buses passing?	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 2 in this report
NTA-C9-594	This will create a dangerous situation whereby Ambulances, Fire Brigades and other Emergency vehicles will be restricted by the narrowing of these roads major safety concerns for the pupils of the 3 School's and people living on the off streets.	Please see the NTA's response to Issue 1 in this report
NTA-C9-596	Putting bus lanes is not necessary on Boreenmanna Road	Please see the NTA's response to Issue 9 in this report
NTA-C9-596	Ballinlough and Boreenmanna Road have a high number of elderly residents who won't appreciate having to go down hills and climb up hills to get buses with the addition of extra buses to Boreenmanna Road and the reduction of buses on Ballinlough Road and Blackrock Road	Please see the NTA's response to Issue 10 in this report
NTA-C9-596	Concern for various businesses such as sports clubs, services, schools, creches, doctor and dental surgery and homeless shelter.	Please see the NTA's response to Issue 5 in this report
NTA-C9-596	My opinion is that there is no need for 6 lanes on the Boreenmanna Road. Boreenmanna Road is suitable for 2 traffic Lanes and 2 Bicycle lanes.	Please see the NTA's response to Issue 9 in this report
NTA-C9-596	Apartments currently under construction on the former Glenanaar Bar Site with no car parking spaces for future tenants. Where are the tenants who have cars going to park. Housing Estate's between Boreenmanna Road and Ballinlough Road of course. Removal of all on street parking – where are the people who currently park on Boreenmanna Road going to Park Where are the people attending large concert events in Pairc Ui Chaoimh going to park	Please see the NTA's response to Issue 5 in this report
NTA-C9-596	Mass clearance of 190 trees which I think is a disgraceful decision.	Please see the NTA's response to Issue 4 in this report
NTA-C9-599	Boreenmanna Road is suitable for 2 Bicycle Lanes and 2 Car Lanes.	Please see the NTA's response to Issue 9 in this report
NTA-C9-599	If all parking spaces are being removed from Boreenmanna Road I would like to know where all of the people who currently park from Mondays to Friday while they go to the City Centre to work will park their vehicles. Schools and businesses need parking Sports grounds and funeral home need parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-599	I am appalled with the plan to remove all trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-599	the planned purchase of some people's property is appalling.	Please see the NTA's response to Issue 6 in this report
NTA-C9-601	Is the intention to put in wheelchair accessible car spaces and if so where?	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-601	I would like my concerns noted in relation to the widening of the Boreennamanna road, it is clear that this road is already very wide.	Please see the NTA's response to Issue 9 in this report
NTA-C9-601	The reduction of car parking for near by sporting grounds and a funeral home is also a bit difficult to understand.	Please see the NTA's response to Issue 5 in this report
NTA-C9-601	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 1 in this report
NTA-C9-609	Sports clubs such as cork con , pairc ui rinn. These are vital community associations and the plan is to completely remove all parking on this road. This road never has congestion. It's just has no logic.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-618	You do not appear to be following best practice and seem intent on spending a vast sum of public money without good cause and a solid business foundation.	Please see the NTA's response to Issue 9 in this report
NTA-C9-618	[BusConnects plans will also impact] wildlife, fauna and ecology and the overall quality of life in this area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-618	[BusConnects plans] will severely and permanently destroy what is an established community and way of life on the Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-618	Your plan will not only reduce interest and occupation at this estate, it will impact property values.	Please see the NTA's response to Issue 7 in this report
NTA-C9-620	There are football pitches, schools etc on this road, how are these going to be affected, where are people that require on street parking going to park?	Please see the NTA's response to Issue 5 in this report
NTA-C9-620	I believe these changes are totally unnecessary and will have a very negative effect on the residents.	Please see the NTA's response to Issue 9 in this report
NTA-C9-620	The loss of the trees on this road is unthinkable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-620	Never mind the personal loss to me of part of my garden which I believe you take from me by a CPO.	Please see the NTA's response to Issue 6 in this report
NTA-C9-628	Map 5 The route already suffers from it's excessive width, prompting drivers to reach main road/dual carriageway speeds today. Population growth in this segment would hardly create a sudden spike in traffic heading in this direction given the city is where the majority of jobs are likely to be created in the next decade. The bus lane in the Mahon direction seems only appropriate from the Silver Quay onwards (it's current starting point in fact). Map 3 The bus lane is only going to become useful beyond the former Glenenarr crossroads in Map Section 3. Besides a fairly narrow window each weekday morning, traffic is seldom backed up beyond this point.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-628	From an environmental perspective, the removal of trees along this route could be avoided with the removal of the unnecessary bus lane mentioned above.	Please see the NTA's response to Issue 4 in this report
NTA-C9-629	This would increase its value to school children for Ashton, Ballintemple and St.Anthony's schools as they arrive from Ballinlough. The crossing would also serve to calm the traffic that passes through this very wide section of road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-630	Map 3 The toucan crossing should be moved from its current location, further up the Boreenmanna Road to just before Castlegreina Park. This would allow pedestrians and motorists greater visibility of one another rather viewing over a crest. While I have no reason to doubt the engineers who drafted the diagram, as a local I do not interpret the same amount of space being available in reality without boundary changes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-634	Without these trees the noise and pollution would rise significantly	Please see the NTA's response to Issue 4 in this report
NTA-C9-634	for residents the mature trees on Boreenmanna Road provide noise cover, help to clean the air and are obviously pleasing to look at.	Please see the NTA's response to Issue 4 in this report
NTA-C9-637	I am writing as a corned sports follower in the City where you are removing a number of parking spaces in regard to your plans for the Mahon To City Corridor, this applies in particular to the areas near both Cork Constitution F. C and Pairc Ui Ring. the lack of parking will create huge difficulties, as well as major traffic disruption.	Please see the NTA's response to Issue 5 in this report
NTA-C9-638	Are you proposing to remove all parking on Ballinlough Road and subsequent links to Boreenmanna Road and if so where are you proposing that these parked cars go ?	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-638	At the top of Bellair with Ballinlough Road is Our Lady of Lourdes National School. By increasing traffic you are creating a safety hazard at drop off and pick up times	Please see the NTA's response to Issue 1 in this report
NTA-C9-642	CASTLEGREINA PARK ARE ENVISIONED IN THE SCHEME AS ACCESS ROUTES TO ACCOMMODATE THE LARGE VOLUME OF CITY BOUND TRAFFIC. THIS WILL BECOME A RAT RUN TO BOREENMANNA ROAD.	Please see the NTA's response to Issue 1 in this report
NTA-C9-642	REDUCTION OF PARKING WILL LEAD TO FURTHER PARKING PROBLEMS IN THE AREA FOR THE RESIDENTS. NO PARKING TO DROP CHILDREN OFF AT LOCAL SCHOOLS ON BORENMANNA ROAD. WILL CREATE SIGNIFICANT LEVELS OF SPILL PARKING ON BERNADETTE WAY,CASTLEGREINA PARK AND MARBLE HALL PARK.	Please see the NTA's response to Issue 5 in this report
NTA-C9-642	THIS PROPOSAL WILL CUT OUR COMMUNITY IN HALF PUTTING A WIDE ROAD ITS DETRIMENTAL TO THE WAY OF LIFE AS WE HAVE KNOWN IT ON BORENMANNA ROAD.	Please see the NTA's response to Issue 4 in this report
NTA-C9-642	THE REMOVAL OF HUNDREDS OF BEAUTIFUL TREES ON BORENMANNA ROAD.	Please see the NTA's response to Issue 4 in this report
NTA-C9-642	RISK TO CHILDREN TRYING TO CROSS THIS WIDENED ROAD. FURTHER WIDENING OF THE ROAD WILL LEAD TO INCREASED SPEEDING.	Please see the NTA's response to Issue 1 in this report
NTA-C9-644	The rush hour traffic being halted by the lollipop lady 3 times daily allied with the fact there are traffic lights at the bottom of Wallaces Avenue, you are creating two bottle necks within 30 yards of each other. I plead that you do not make this Avenue a one way system.	Please see the NTA's response to Issue 1 in this report
NTA-C9-644	where do you propose the residents of Wallaces Avenue park a development of 26 apartments in progress with no parking provided which will add to the congestion of parking our cars.	Please see the NTA's response to Issue 5 in this report
NTA-C9-644	Directing all city traffic through this route will have added danger as a consequence with the ever increasing speed of cars. we have a school at the top of the hill. Children's safety is paramount	Please see the NTA's response to Issue 1 in this report
NTA-C9-645	While I am sure the club itself will object on the basis that such an installation could lead to the demise of the club and its ultimate closure - I would also include impact on the health and well being on its current members. The demise of the club would remove these benefits which in the long run could lead to reduced well being and potentially impact health services which would fly in the face of the potential benefits imagined by the proposed policy.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-645	However when one considers the impact that a removal of car parking facilities and reduction in access to our rugby club of 125 years would have on members i am compelled to voice an objection to the proposal.	Please see the NTA's response to Issue 5 in this report
NTA-C9-645	Let me start by confirming I am a supporter of the general govt policy and strategy on providing sustainable transport infrastructure to benefit the environment.	Please see the NTA's response to Issue 13 in this report
NTA-C9-646	It plans for the the removal of on street parking on Churchyard Lane and Boreenmanna road. The area is quite congested already and the parking very limited, Neighbouring estates and houses would be more impacted with erroneous parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-646	This would seriously impact the safe and convenient access and exit of parents and children, players, and spectators, and the very many community and business groups who use the club facilities.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-651	Remove cycle lane and bus lane from one side of the road	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-651	<p>Would you please consider only putting a bike and a bus lane on one side of the road to allow room for parking?</p> <p>Two bus lanes would cause real problems for all of the residents living in Boreenmanna road and those living near to the road in my park, Belfield Abbey.</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-651	No place to park cars	Please see the NTA's response to Issue 5 in this report
NTA-C9-651	Loss of mature trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-653	<p>Of course improving any transport service such as bus corridors is a welcome motion, however I am deeply concerned about the effects that this will have on the area and road that is my home.</p> <p>Boreenmanna Road is already quite wide and would almost certainly allow safe cycle lanes, which I am in agreement would be very important for commuters.</p>	<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>
NTA-C9-653	I propose that the bus route is moved to an alternative location or reconsidered altogether, but new cycle lanes should be implemented for safety purposes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-653	The park is one of the nicest amenities in the area, one which I used on a daily basis. It caters for people of every age and its current size means that everyone can enjoy it.	Please see the NTA's response to Issue 4 in this report
NTA-C9-653	The Boreenmanna Road is lined with beautiful trees, iconic to the area. I don't believe that anything would justify removing the trees which have bordered the road for so long, not to mention the environmental impact that would have.	Please see the NTA's response to Issue 4 in this report
NTA-C9-653	The road widening will mean that the communal and peaceful garden area of our apartments will become much smaller, as will the apartment carpark.	<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> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-653	At the moment there is a safe distance between the garden and Boreenmanna Road, which allows for privacy.	<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-C9-653	<p>I am in shock that this plan is go ahead without any traffic modelling and safety analysis that should be required before embarking on such a project.</p> <p>I would call for this to be done before anything else is considered. I think it would show that the area would not cater for the huge influx of traffic it would bring.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-655	<p>The city end of the Ballinlough Road was never intended to carry such volumes of traffic and it represents poor planning that the scheme proposes to force a significant proportion of this traffic onto the road.</p> <p>Additionally Bernadette Way and Castlegreina Park are envisioned in the scheme as access routes to accommodate the large volumes of city bound traffic via the South Link.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-655	This proposal does nothing to eliminate the bottleneck that will continue to exist at the end of the Boreenmanna Road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-655	Biodiversity knock-on impact due to proposal of 4 lanes of traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-655	Vast amounts of street parking are being eliminated across the city as a consequence of these schemes including the entire of the Douglas Road, one side of High Street, much of the Evergreen Road etc.	Please see the NTA's response to Issue 5 in this report
NTA-C9-655	<p>No parking to drop children off at schools in the local area.</p> <p>Two stadiums and funeral home adversely impacted - reduction in parking facilities lead to further problems in the area.</p>	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-655	Our houses will be devalued. The combination of restricted access, the enormous increase in traffic along with no street parking will negatively impact property values in the area.	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-C9-655	The proposal is trying to implement a "fix" to a problem which does not exist on the Boreenmanna Road.	Please see the NTA's response to Issue 9 in this report
NTA-C9-655	Further widening of road will lead to increased speeding. Risk of travelling to schools for children - marking it harder to cross the road.	Please see the NTA's response to Issue 1 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 4 in this report Please see the NTA's response to Issue 6 in this report
NTA-C9-660	Ballinlough is currently a picturesque suburb. The proposed infrastructure change will reverse this, leaving a cold and characterless suburb in its wake.	Please see the NTA's response to Issue 4 in this report
NTA-C9-660	This proposal fails to address the bottleneck that will continue to exist at the end of Boreenmanna road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-660	The proposed plans will render school drop-off very dangerous.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 3 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	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 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
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	Children travelling to school will also become more vulnerable due to the increased speed of passing traffic. The proposed changes will also impact other vulnerable road users. An elderly neighbour has highlighted that she envisages being afraid to go for her regular walks if speeds increase and paths narrow. It's harrowing that content, relatively-independent community members will be too scared to walk around our currently safe neighbourhood.	Please see the NTA's response to Issue 1 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 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-663	Access from the Ballinlough Road to the Boreenmanagh road via the Faery trail, Willow Lawn and Dunmore Lawn is very steep and will pose serious challenges to older and disabled bus users, as well as those with buggies, wheelchairs, walkers, walking sticks etc.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-663	I am against proposals to take some of the the Community Centre Park (known locally as the Faery Trail Park). We have two green spaces in Ballinlough and to reduce the green space available to not a reasonable proposal.	Please see the NTA's response to Issue 4 in this report
NTA-C9-663	These trees help to lower the temperature, particularly during our increasingly hot and dry summers, as well as reducing air pollution. Re-planting saplings is not exchanging like for like.	Please see the NTA's response to Issue 4 in this report
NTA-C9-669	I understand the plan proposed removes trees from the Boreenmanna Road which would not only impact the character of the area, but also the air quality and biodiversity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-669	There are many schools in the area I have concerns about childrens' safety with the influx of traffic - it's busy enough as it is.	Please see the NTA's response to Issue 1 in this report
NTA-C9-671	The new proposed layout for Bell Air, Ballinlough Road and the Boreenmanna Rd will cause severe disruption to the area	Please see the NTA's response to Issue 1 in this report
NTA-C9-671	the plan proposed removes trees from the Boreenmanna Road which would not only impact the character of the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-671	the plan proposed removes trees from the Boreenmanna Road which would impact the air quality and biodiversity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-671	the plan proposed removes trees from the Boreenmanna Road which would not only impact the character of the area, but also the air quality and biodiversity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-671	There are many schools in the area I have concerns about childrens' safety with the influx of traffic	Please see the NTA's response to Issue 1 in this report
NTA-C9-674	I am concerned about the significant increase in the volume of traffic that may now be flowing onto ballinlough rd	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-C9-674	i have concerns about the alteration to street parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-711	The further widening of the Boreenmanna Road should not go ahead. This road, as it stands, is busy and there is no solution to the bottleneck at the city end of the Boreenmanna Road on this new proposed plan.	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-C9-711	The Ballinlough Community Park is another green area that is used by the local community and sports clubs and this proposal will reduce it in size.	Please see the NTA's response to Issue 4 in this report
NTA-C9-720	There is an absence of Drop Off sites near the school (Our lady of Lourdes NS Ballinlough) . This will impact hugely on any pupils with physical disabilities and special needs	Please see the NTA's response to Issue 5 in this report
NTA-C9-720	Introduction of School Drop Off Zones . Parents could drive to these areas and the children could take School Buses to Our lady of Lourdes NS and other schools in the area. 2. Make it safer to cycle to school 3. Make the Douglas road and the South Douglas Road into a loop. Where traffic could come out of town on one and go into town on the other.	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 12 in this report
NTA-C9-720	will have a hugely negative impact on the birds, plants and insects as well as on the quality of our air.	Please see the NTA's response to Issue 4 in this report
NTA-C9-720	We feel that the Bus Connect Plan to cut down over 800 trees which are the lungs of our area is a retrograde step	Please see the NTA's response to Issue 4 in this report
NTA-C9-720	There will be an increase in traffic near our school (Our lady of Lourdes NS Ballinlough) which will increase the danger for our pupils	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	Submission Statement	CE response and recommendation
NTA-C9-726	We are already having difficulty exiting our driveway onto the busy Boreenmanna Road. The proposal to create a cycle lane, a bus corridor and a route for regular traffic going in both directions does not bear thinking about.	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-C9-726	The removal of all street parking on the Boreenmanna Road will make for a very difficult situation for the residents who have no car parking facility inside their gate. This impossible situation will also apply to two creches on the road as well as the traffic for the much used GAA pitch Pairc Ui Rinn and O'Connor's funeral Home.	Please see the NTA's response to Issue 5 in this report
NTA-C9-726	The removal of the beautiful trees is an environmental disaster.	Please see the NTA's response to Issue 4 in this report
NTA-C9-732	For the trees on Boreenmanna Road to be cut down and replaced by a wider road would be vandalism.	Please see the NTA's response to Issue 4 in this report
NTA-C9-738	worsening of air quality and the knock-on effect on biodiversity that a four-lane road would have on the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-738	We currently have two stadiums and a funeral home on the road that would be severely affected by the reduction in parking facilities. I am opposed to the proposed changes along the Skehard Road through to the Boreenmana Road to South Link Exit as it removes 283 public street parking spaces,	Please see the NTA's response to Issue 5 in this report
NTA-C9-738	I am opposed to the proposed changes along the Skehard Road through to the Boreenmana Road to South Link Exit as it destroys almost 200 trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-738	I am opposed to the proposed changes along the Skehard Road through to the Boreenmana Road to South Link Exit as it impacts up to 73 homes by seizing garden	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-C9-738	Widening the road will lead to an increase in speeding. The risk to school children crossing the road or getting out of cars is NOT something we are prepared to accept. This proposal would severely hamper parking along the road, making it even more dangerous for children getting out of cars on their way to school.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-738	I am opposed to the proposed changes along the Skehard Road through to the Boreenmana Road to South Link Exit as No traffic modelling has been validated to prove the saving of time.	Please see the NTA's response to Issue 1 in this report
NTA-C9-741	The development of Scoil Iósaf Naofa will need provision for the collection and drop off of pupils with Additional Needs via buses/ taxis.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-741	Scoil Iósaf Naofa serves a large section of the Ballintemple community and the Proposal removes all parking for drop off / collection completely. The Board would welcome alternatives from the NTA to assist the parents, staff and public access the school, allowing for such drop offs or emergency visits to the School.	Please see the NTA's response to Issue 5 in this report
NTA-C9-741	The Proposal provides for the removal of several well established trees along Route J and some outside the School. The Board does not agree with such an approach from an environmental standpoint and would welcome alternative measures to retain the trees.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-741	<p>The Proposal does not provide for a crossing point for pupils at Scoil Íósaf Naofa but rather at a corner of a road junction to the south, which is some distance from the School and another crossing to the north, again some distance from the School.</p> <p>This is of concern to us as the safety of pupils and staff arriving and departing the School is of paramount importance to the Board at all times.</p> <p>It would be the Board's view that the widening of the road may lead to increased speeds and brings further risks, making it harder to cross the road. a crossing point somewhere closer to the green park area, adjacent to the School, would be of better value to the School and general community.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-752	Object to how the Government (through the NTA etc.) have rolled out consultation process. The consultation process has been extremely poor. The NTA has done damage to the various communities affected by this proposal in failing to design and roll out an effective consultation process. Advertisements in city are ambiguous. Website has difficult user experience	Please see the NTA's response to Issue 11 in this report
NTA-C9-752	There is no evidence to suggest that any traffic modelling has been done to support the necessity of Bus Corridors along Boreenmanna Road	Please see the NTA's response to Issue 1 in this report
NTA-C9-754	Road crossing will become more dangerous with extra lanes added.	Please see the NTA's response to Issue 3 in this report
NTA-C9-754	Objection due to unknowns about green space area being retained and impact of loss of trees on local bat species	Please see the NTA's response to Issue 4 in this report
NTA-C9-754	Objection due to removal trees and the impact this will have on privacy, noise pollution and local species	Please see the NTA's response to Issue 4 in this report
NTA-C9-758	The Boreenmanna Road gets extremely busy during concerts, training and sporting occasions and changes to Douglas area will increase this	Please see the NTA's response to Issue 1 in this report
NTA-C9-758	Lack of parking from changes to Douglas area will mean parks surrounding the Boreenmanna Road will suffer from increased parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-766	The proposed changes will change the character of the area and roads should not be widened	Please see the NTA's response to Issue 4 in this report
NTA-C9-766	Traffic will be funneled down Borrenmanna Road and will lead to congestion.	Please see the NTA's response to Issue 1 in this report
NTA-C9-766	Object to the removal of all parking from the Boreenmanna Road as there will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report
NTA-C9-776	There would be a shortage of car parking spots for the schools, park and the stadium.	Please see the NTA's response to Issue 5 in this report
NTA-C9-776	Object to the proposal to widen Boreenmanna Road due to the impact on mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-778	<p>Redirected traffic to Wallaces Avenue, Bernadette Way and Castlegreina Park will result in on-going traffic jams in these already congested areas.</p> <p>Proposal: Live surveys be completed in consultation with local councillors and residential representatives</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-778	The loss of parking in several areas as follows will have a major impact on the residents & Visitors: Loss of parking on the Ballinlough Road from Our Lady of Lourdes to the Douglas Road (including loss of parking on the Douglas Road) and Loss of parking on the Boreenmanna Road. It is not clear where this parking will be redirected to	Please see the NTA's response to Issue 5 in this report
NTA-C9-778	Removal of over 250 mature trees (with approx. 60 of the trees being removed from the Boreenmanna Road without being replaced). The removal of these trees is not environmentally sound and will impact the on-going struggle with climate change. The removal of the trees makes no sense and will add to the noise and air pollution. These trees increase wellbeing and mental health.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-785	Proposing to knock walls and take from the community park is unacceptable. Green areas should be preserved and maintained by all accounts.	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-C9-787	Increased traffic on the Boreenmana road would make it more dangerous for pedestrians to walk to businesses and other amenities. This will push more people to drive. drivers will lose their ability to park beside these businesses.	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-C9-787	The faster flow of vehicles onto Skehard Road will worsen the issues of traffic congestion.	Please see the NTA's response to Issue 1 in this report
NTA-C9-787	The current layout of Boreenmanna Road meets people's needs and is a pleasant road to drive and walk. Changes will limit mobility and turn the road into a bottleneck	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-C9-787	The proposed boundary changes in Ballinlough park do not appear to be in line with a green initiative. Research has shown that the addition of extra traffic lights will have a detrimental impact on air quality.	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-C9-787	The proposed planting of the new trees doesn't seem sufficient to compensate the loss of the mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-794	The removal of carparking on the Borrenmanna Road will directly impact the residents as members of Cork Constitution and Pairc Uí Rinn park their vehicles in these estates.	Please see the NTA's response to Issue 5 in this report
NTA-C9-794	Trees provide protection from traffic noise and emissions coming from the road. Removing the trees and green space surrounding conflicts with Objective 6.5 of the Cork City Development Plan 2022 – 2028. What the trees are to be replaced with will need to be clarified.	Please see the NTA's response to Issue 4 in this report
NTA-C9-802	Trees along the Boreenmanna Road add to the character of the area and make this area residential.	Please see the NTA's response to Issue 4 in this report
NTA-C9-802	The plan does not allow for suitable facilities for drop offs and collections for Ballintemple National School which endangers children	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-805	The parking on Boreenmanna Road is the closest free parking to the city. More should be provided to eliminate commuters requiring this parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-805	Car parking should not be a priority on Boreenmanna Road. Take example from Griffith Avenue in Dublin. Residents do not need on street car parking. Increase bus frequency and safe cycle lanes	Please see the NTA's response to Issue 13 in this report
NTA-C9-805	A park and ride could be required for Pairc Uí Rinn with lack of car parking	Please see the NTA's response to Issue 12 in this report
NTA-C9-805	Zebra crossing is needed between Ballintemple NS and Ballinlough 'fairy' park. Safe footpath and child friendly bike lanes should be a priority over ability to drop off in car.	Please see the NTA's response to Issue 12 in this report
NTA-C9-812	In Irish 'boreen' means small, narrow lane. The changes will make it into a highway. How will residents from Crab Lane, Corvally Court, Glencoo, Clonrichard, Willow Lawn, Dunmore Lawn, Wallaces Avenue, Victoria Avenue, Haig Gardens, Clontymon, Yorkboro, Bernadette Way, Castlegreine Park, Rockboro Avenue cope? How are they going to access the road? Will there be numerous sets of traffic lights and pedestrian crossings?	Please see the NTA's response to Issue 1 in this report
NTA-C9-812	Reducing the number of buses from the Ballinlough Road will prove very difficult for the elderly, as there are many steep hills leading to Boreenmanna Road	Please see the NTA's response to Issue 10 in this report
NTA-C9-812	Parking is scarce as it is and removal of parking will cause issues for Rockboro Primary School, St Pauls Credit Union, Ballinlough Dental Care, Scoil Aishlinn Special School, Ashton School, Creche Boreenmanna Road, Crab Lane Junior School, Ballinlough Community Park, Creche Elderwood, Crab Lane Senior School, Amoda Hair and Beauty, O' Connors Funeral Home, Páirc Uí Rinn.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-812	This is a highly residential area with on street parking. Where will the residents park under the proposal?	Please see the NTA's response to Issue 5 in this report
NTA-C9-812	There are a number of mature trees on Boreenmanna Road which add to the environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-812	The widening of Boreenmanna Road will cause quite a number of elderly to be worried for safety regarding the proposed amount of traffic, noise and speed created.	Please see the NTA's response to Issue 1 in this report
NTA-C9-813	Driveway is small so friends and family will have difficulting parking when visiting.	Please see the NTA's response to Issue 5 in this report
NTA-C9-814	The removal of car parking will have a significant impact on already struggling local businesses	Please see the NTA's response to Issue 5 in this report
NTA-C9-814	Object to the removal of old stone walls	Please see the NTA's response to Issue 4 in this report
NTA-C9-814	There will be disruption to residents and businesses.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-814	The widening of the road and removal of 190 car spaces will have significant impact on local businesses and residents.	Please see the NTA's response to Issue 5 in this report
NTA-C9-814	Cannot believe that there is a suggestion to remove 280 established trees. This will impact residents and countless animals.	Please see the NTA's response to Issue 4 in this report
NTA-C9-814	The area is highly prone to subsidence. Has the impact of construction and digging roadway and footpaths been considered with regard to structural integrity of the adjacent properties and land?	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 8 in this report Please see the NTA's response to Issue 7 in this report
NTA-C9-814	Object to the widening of Boreenmanna Road as it will be difficult for residents to safely enter and leave their properties and cross multiple lanes of car, bus, cyclign and pedestrian traffic. Given the local primary schools and pre-primary childcare, I fear these multiple lanes of moving traffic is a danger to the children attending these schools.	Please see the NTA's response to Issue 1 in this report
NTA-C9-819	The traffic joining from the link road will have to filter a bus lane, cycle lane and car lane onto what is currently the narrowest part of the road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-819	Residents without off street parking will have no choice but to park in other areas, leading to more congestion. In a scenario where a match is being played in Pairc Uí Rinn , Cork Constitution or a removal in the funeral home where are people to park. People attending such venues are not always from Cork City and will not be able to travel by public transport. Children attending schools in the area do not all live within walking distance and public transport is not always an option.	Please see the NTA's response to Issue 5 in this report
NTA-C9-819	Residents will have to negotiate a footpath, bicycle lane and a bus lane in order to exit and enter their property.	Please see the NTA's response to Issue 1 in this report
NTA-C9-822	A single bus lane could be accommodated without losing most of the trees. A cycle lane could be shared with parallel roads	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-C9-822	The current proposal is overdesigned and it tries to address a problem which does not exist.	Please see the NTA's response to Issue 9 in this report
NTA-C9-822	There are no current traffic issues on the Boreenmanna Road. There is an issue getting off at the city link end which is not addressed in this current plan.	Please see the NTA's response to Issue 9 in this report
NTA-C9-822	The demographics of area are older and removal of car parking will impact carers and meals on wheels etc. There are 6 schools and a creche on the Boreenmanna Road and no let-down parking will be available.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-822	Removal of 200 trees will result in a carbon footprint loss for the community	Please see the NTA's response to Issue 4 in this report
NTA-C9-822	The loss of parking on the Boreenmanna Road will result in it becoming a dangerous area for school children	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-824	There is no need for a 4 lane transit through Boreenmanna road. Have buses and cars share a lane and instead widen the bike lanes (see point 1). When matches are held in Pairc Ui Rinn and Pairc Ui Chaoimh, people travelling externally to the matches park their cars every which way rather than have to walk or wait for public transport. I'm not convinced that the 4 lane system and increased bus provision will affect the change needed. We need a more ambitious plan, one that removes private cars from the city centre and instead prioritises buses and bikes	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-C9-824	The proposal to narrow the footpaths will make the streets less safe to walk. This area already suffers from excessive speeding. 4 lanes of transport and 2 narrow bike lanes will only increase this. By narrowing the pavements you will make it unsafe for families to have children travel to school via scooter, bike etc. Kids get distracted, kids jostle each other and the current width of the pavement has made these independent journeys possible for children attending the 6 primary schools (Rockboro Primary, Beaumont NS, Ballintemple NS, Beaumont Boys School, Beaumont Girls Schools, St Anthony's NS, Our Lady of Lourdes NS) and 1 secondary schools (Ashton School) in the area. Parents will revert to car drops offs if the roads are not safe	Please see the NTA's response to Issue 1 in this report
NTA-C9-826	I cycle in a central position on Boreenmanna road at the moment when I'm passing many of the junctions that come downhill from the south side of the road. As the cars gain momentum coming down the hill, they often just fly out onto the road without looking left/right. On Map Number 4, you can see Willow Lane and some other lanes have arrows instead of yield signs. These side roads should have yield signs at the very least and the steeper of the roads should also have speed bumps or raised junctions to slow traffic entering onto Boreenmanna Road.	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-C9-826	I must also raise issues with all of the controlled-junctions on these plans. These junctions are not currently designed to an international best practice of safe cycling design, such as a Dutch-style junction. As most road traffic collisions involving bicycles occur at junctions, it is imperative that the design of these junctions be improved	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-C9-826	The turning radius needs to be reduced as vehicles speed through the junction without awareness for bicycles and pedestrians. A reduced turning radius would slow down vehicles going through this junction.	Please see the NTA's response to Issue 12 in this report
NTA-C9-826	Boreenmanna Road has 3 different schools and many residential areas which would be extremely well served by safe and accommodating foot and cycle paths. I must commend the NTA for incorporating fully segregated cycle lanes onto these plans. In particular, it is evident that much thought has been put on the redesign of Hibernian Bridge/Road and Rockboro Road, which will be a serious improvement over the current configuration	Please see the NTA's response to Issue 13 in this report
NTA-C9-826	Boreenmanna Road has 3 different schools and many residential areas which would be extremely well served by safe and accommodating foot paths	Please see the NTA's response to Issue 13 in this report
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	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-C9-846	Object to street parking being lost in vast amounts. People still rely on their cars and will always need some street parkign for visitors, kids being dropped off, delivery drivers etc	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-846	Trees being cut down and environmental impact	Please see the NTA's response to Issue 4 in this report
NTA-C9-846	Schools in the area will be affected and the safety of children	Please see the NTA's response to Issue 3 in this report
NTA-C9-849	The percentage of road space devoted to bus lanes is disproportionate to the volume of bus traffic on the route. Whilst bus lanes have an obvious benefit and I would generally support new bus lanes, the required widening of the overall road to accommodate them here and the felling of so many mature trees are much too high just to facilitate relatively infrequent buses	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-C9-849	The felling of 73 mature roadside trees from the residential stretch of Boreenmanna Road (between Rockboro Avenue and Churchyard Lane) will completely alter the character of the road and have detrimental effects on the mental and physical health of residents. Trees provide cooling and shading during summer, sound muffling, pollution filtering and a visual amenity. Continuous stretch of trees provides biodiversity benefits. Trees in urban settings lead to better mental and physical health. Proposal counters Cork City Council's Air Quality Strategy (2021).	Please see the NTA's response to Issue 4 in this report
NTA-C9-849	The Toucan crossing proposed for outside Yorkboro. The road is currently very dangerous to cross at this point and the distance between the existing pedestrian crossings at Rockboro Avenue and Wallaces Avenue is too great. This new crossing would significantly improve safety for pedestrians and cyclists. The inclusion of Toucan crossing along the Boreenmanna Road in general is good.	Please see the NTA's response to Issue 13 in this report
NTA-C9-849	The inclusion of a continuous bus lane along the route is very positive. I would strongly advocate that this be physically segregated from the carriageway using permanent separators.	Please see the NTA's response to Issue 13 in this report
NTA-C9-850	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? If the plan is to remove cars from the road and from the city, why accomodate cars both ways? The Boreenmanna Road is not a congested traffic wise. Would one bus lane suffice with a dual direction cycle lane which would negate the need to widen the road and remove all those trees?	Please see the NTA's response to Issue 12 in this report
NTA-C9-850	I thoroughly enjoy the Boreenmanna Road for a walk with my children by the beautiful trees . These are a fantastic asset to any neighbourhood and to remove these trees removes the sense of well being they provide.	Please see the NTA's response to Issue 4 in this report
NTA-C9-850	I thoroughly enjoy the walk through the Fairy Park with my children. It is a fantastic asset to any neighbourhood and to remove the proposed section of the Fairy Park removes the sense of well being it provides.	Please see the NTA's response to Issue 4 in this report
NTA-C9-854	Object to the proposal for this section of the proposal due to the environmental heritage. This is a tree lined boulevard which is unique in the inner city context.	Please see the NTA's response to Issue 4 in this report
NTA-C9-854	Object as the proposals for this section of the corridor disregard the demographics of the area. It also disregards the social and community infrastructure (schools(6)/crèches(2)/sports-clubs(6)/community centre/Simon Community facility/park amenities/church /graveyard /undertakers/service station/).	Please see the NTA's response to Issue 5 in this report
NTA-C9-854	Object to the proposal for this section of the corridor due to the undulating terrain	Please see the NTA's response to Issue 9 in this report
NTA-C9-855	Object to the proposed bus corridors and cycle paths in relation to Boreenmanna Road as I believe the plan is misguided and badly thought out in relation to an area where there are no existing traffic problems.	Please see the NTA's response to Issue 9 in this report
NTA-C9-855	Object to removal of necessary parking	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-855	Object to removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-855	Plan should be revised in conjunction with local resident groups	Please see the NTA's response to Issue 11 in this report
NTA-C9-856	What consideration has been given to increased noise and air pollution as a result of additional traffic?	Please see the NTA's response to Issue 4 in this report
NTA-C9-856	Object to the plan to reduce the size of the public park on the Boreenmanna Road. This is a facility use by all ages in the community. The park played a vital role during COVID-19 and continues to now.	Please see the NTA's response to Issue 4 in this report
NTA-C9-856	The plan is proposing to remove current street parking. How will people get parking to visit family, delivery of meals on wheels etc.	Please see the NTA's response to Issue 5 in this report
NTA-C9-856	Has consideration been given to property devaluation?	Please see the NTA's response to Issue 7 in this report
NTA-C9-856	Proposal to remove approximately 700 mature trees along with significant hedge rows, these play a vital role in reduction of carbon and people's health and wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-856	What consideration has been given to the risk subsidence may play	Please see the NTA's response to Issue 7 in this report
NTA-C9-858	Removal of parts of peoples gardens will increase the risk of flooding in the area. This will have a negative impact on every resident in relation to obtaining insurance and will then effect property prices negatively.	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-C9-858	One would have to query how the loss of mature trees is helpful to climate action. The trees enhance the biodiversity of the area and enhance the visual aspect of the road. The trees also help to prevent flooding and will be replaced by tarmac, doubling the increased risk of flooding.	Please see the NTA's response to Issue 4 in this report
NTA-C9-860	Opposed to less access to house with current proposals.	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-C9-860	More park and ride facilities on the main corridors to the city before any bus route are considered. Work should start at the South Link Junction and work out from the city. One bus lane heading to the city would be more than adequate with a counter flow cycle lane.	Please see the NTA's response to Issue 12 in this report
NTA-C9-860	Route I (Maryborough to Cork Route) and route J (Mahon to Cork) traffic will merge with the Boreenmanna Rd as primary access to the city via South Link Rd junction, the South Link Junction is already over used and is in need of major review. This change will not resolve any current traffic congestion.	Please see the NTA's response to Issue 1 in this report
NTA-C9-860	Opposed to the increase in traffic passing at peak times, resulting in more air and noise pollution in the area.	Please see the NTA's response to Issue 2 in this report
NTA-C9-860	There will be no allowance for dropping off to schools in the area or for parking in the area for matches in 3 locations along the road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-860	Opposed to the cost of the removal of mature trees and hedgerows	Please see the NTA's response to Issue 4 in this report
NTA-C9-864	Congestion of traffic that already exists on the Boreenmanna road/South link junction that will appear to just become worse with the diversion of traffic from other Bus corridors being introduced on the Douglas road, pushing traffic through residential areas, and creating a bottle neck.	Please see the NTA's response to Issue 1 in this report
NTA-C9-864	Object to proposal due to schools losing their drop off and collection areas. Also loss of street parking, affecting clubs, sports facilities, schools, creches, houses etc. with no alternatives being given.	Please see the NTA's response to Issue 5 in this report
NTA-C9-864	Object to the proposal due to the removal of trees along the Boreenmanna Road and the removals environmental impact.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-864	Object to proposal due to the land acquisition from properties along the road, including the community park, and removal of greenspace from our community.	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-C9-864	I would like to see a more comprehensive consultation with the people of Cork provided by the NTA so that people can say what is needed.	Please see the NTA's response to Issue 11 in this report
NTA-C9-864	Object to the proposals due to cars being forced through residential areas and creating risk to children's safety.	Please see the NTA's response to Issue 1 in this report
NTA-C9-867	The proposal states that the Hibernian pedestrian and cycle bridge would be replaced with a new, wider, and more accessible bridge – where can plans for the bridge proposal be viewed?	Details of the bridge and bridge structure will be available at the next project stage.
NTA-C9-867	The Boreenmanna Road is a lined avenue of beautiful trees and mature gardens that create a peaceful, aesthetically pleasing environment. Trees are an important part of our sense of place and enjoyment of our community. Each tree on the route should be assessed independently, for example the oak tree located near the start of the Boreenmanna road city end (Route J, Map 2-pdf pg. 35) marked for removal is a mature tree over 100 years. What is the requirement to remove this tree?	Please see the NTA's response to Issue 4 in this report
NTA-C9-867	The criteria for CPO application is not satisfied as it can be proven that there are less impactful and alternative options available.	Please see the NTA's response to Issue 6 in this report
NTA-C9-867	The project need regarding route J must be questioned given that the Boreenmanna road has no traffic congestion at present. Can the NTA share what analysis of traffic was carried out on this road? What traffic surveys were undertaken? No such information is available on the NTA website. How was the preferred route selected and what alternatives were considered to minimise potential adverse environmental impacts and optimise environmental benefits.? Has the shift in work patterns been assessed? Issues with Public Consultation Process The consultation process conducted during summer when many residents were not available to attend Only some residents received info leaflets, I and many other residents affected did not receive any information from the NTA directly Community forums – only two representatives for each corridor is not democratic, route j is an 8.4km route.	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 11 in this report
NTA-C9-872	Parking is at it's limit currently and I fear with the depletion of on street parking in some areas close to us it will inhibit the now present residential parking in my area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-876	The proposed plan removes much of the character of the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-876	The plan also does not allow for suitable facilities for drop-offs and collections for Ballintemple National school which ultimately endangers our children.	Please see the NTA's response to Issue 5 in this report
NTA-C9-876	Sustainable transport shouldn't be achieved by cutting down trees along Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-876	Zebra crossings should be introduced along the Boreenmanna road near the "Fairy Park".	Please see the NTA's response to Issue 12 in this report
NTA-C9-877	Object to the removal of car parking on the road as I only have room for one car.	Please see the NTA's response to Issue 5 in this report
NTA-C9-877	Properties will be devalued and insurance will become more difficult to get.	Please see the NTA's response to Issue 7 in this report
NTA-C9-877	Object to the removal of trees to keep road character. Loss of trees will lead to subsidence and increased chances of flooding.	Please see the NTA's response to Issue 4 in this report
NTA-C9-889	Schools, Clubs, the stadiums, funeral homes and residents will still continue to require easy and safe access, exits and parking facilities. The plan seems to divert traffic and create possible congestion zones within the neighbouring parks and roads.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 2 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-889	The loss of nearly 200 trees on the Boreenmanna Road and the negative impact this will have on the area's biodiversity is a disappointing decision.	Please see the NTA's response to Issue 4 in this report
NTA-C9-889	The increase in road lanes will add to safety concerns at road crossings to the local three schools, Cork GAA's second biggest stadium Pairc Ui Rinn (16,000 capacity), Cork Con Rugby Club (Munster's biggest AIL Rugby Club), the local park and the funeral home. The plan doesn't provide any safe alternatives to various road crossings, points where lanes will merge due to the natural curve of the road nor an alternative to divert or provide solutions for current traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C9-891	A suggestion would be to put a large "Yellow Box" which travels at least 300 m back on the Turners Cross side of the junction on the inward bound lane, to allow access onto the Link, and perhaps to accommodate a separate bus lane at the junction to allow the bus to travel before the car traffic (as at the junction of Skehard Road at CSSO).	Please see the NTA's response to Issue 12 in this report
NTA-C9-891	There are no bottlenecks on Boreenmanna Road. The only bottleneck is at the junction with the Link and only going towards the city. This could be corrected with effective traffic management tactics and without requiring the proposed interventions suggested. Put in a bus priority lane at the junction and on the Link road citybound, control the flow of traffic at the junction and you will have shortened the journey for the price of some road paint.	Please see the NTA's response to Issue 12 in this report
NTA-C9-891	Boreenmanna Road is already wide enough to require speed cameras.	Please see the NTA's response to Issue 1 in this report
NTA-C9-891	A reduced bus service on Ballinlough Road will cause issue as there is an elevation difference between Boreenmanna Road and Ballinlough Road. Young and older people may struggle to walk up this hill.	Please see the NTA's response to Issue 10 in this report
NTA-C9-891	There is no bottleneck on the road until one reaches the junction with the South Link Road. The delays here are caused only on the route to the city, and largely caused by the backlog of traffic on the said Link road section from Turners Cross to Old Station Road junction at the Elysian building. There is no delay on the way out of the city, due to the slip road from the Link onto Boreenmanna Road	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-C9-891	All traffic converging at Wallace's Avenue junction will have trouble crossing the proposed bus lane and cycle lane.	Please see the NTA's response to Issue 1 in this report
NTA-C9-891	How will cyclists safely negotiate the junction of Boreenmanna Road and Rockboro Avenue. You cannot cycle on the South Link so elevation and access to the proposed new bridge also needs to be reassessed. Also I personally don't think that the safest place for a cycle lane is alongside a bus lane. If you are going to put bollards on the road to demark the cycle lane, you will need to have lots of gaps to allow access to private homes on the route.	Please see the NTA's response to Issue 1 in this report
NTA-C9-891	Any proposed amendment to existing services needs to be viewed through the eyes of the most vulnerable in our communities. The topography needs to be understood.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-891	There is no space at Knockrea Gardens for cars to park so they have to park on the avenue. If this is taken away, realistic, relevant and useful systems need to be in place.	Please see the NTA's response to Issue 5 in this report
NTA-C9-891	Trees are known to be carbon sinks and mature healthy trees and hedgerows have lined Boreenmanna Road for many years. How is removing trees healthy and supporting the climate.	Please see the NTA's response to Issue 4 in this report
NTA-C9-891	Park and ride should be provided on all sides of the city. Park and Ride options need to be taken seriously as the potentially only solution to those travelling to Ballinlough/Pairc Ui Rinn/Pairc Ui Chaoimh/Cork Con grounds.	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	Submission Statement	CE response and recommendation
NTA-C9-891	The proposal claims that the transport time will reduce from 38 minutes to 17 minutes on Route J. On what basis is this qualified? Having travelled regularly on the bus, the route may take 38 minutes once a day heading from Mahon to the city.	The existing bus journey times were based off automatic vehicle location bus data collected on the Cork City Bus network. The future journey times are estimates based on the automatic vehicle location data taking into account that the bus will be less impacted by congestion as a result of the bus infrastructure.
NTA-C9-891	The impact the proposed works will have on a road which is already vulnerable to subsidence needs to be understood.	Please see the NTA's response to Issue 7 in this report
NTA-C9-893	The loss of trees will damage the environment leading to a loss of green space. The loss of green space could potentially endanger children on their way to and from school.	Please see the NTA's response to Issue 4 in this report
NTA-C9-893	Objection to the loss of trees as this will damage environment	Please see the NTA's response to Issue 4 in this report
NTA-C9-895	The removal of on street car parking on Churchyard Lane and Boreenmanna Road will impact the safe and convenient access and exit of Cork Constitution Rugby Club.	Please see the NTA's response to Issue 5 in this report
NTA-C9-895	As an active cyclist I do see the needs for improving cycle ways as being very important to cities and communities.	Please see the NTA's response to Issue 13 in this report
NTA-C9-900	The removal of vegetation from gardens and along the Boreenmanna Road will have a devastating impact on the daily experience of the residents of the road, who suffered from during the last widening of this 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-C9-900	The loss of nearly every tree on the Boreenmanna Road will have a devastating impact on the daily experience of the residents of this road, many of which suffered during the last widening of the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-903	People cannot be expected to take up cycling with this climate and the hills in the city. I rarely see people cycling on the Boreenmanna Road. Object to the widening of the roads.	Please see the NTA's response to Issue 9 in this report
NTA-C9-903	I object completely to the knocking down of trees on Boreenmanna Road area turning this road into a cement block.	Please see the NTA's response to Issue 4 in this report
NTA-C9-904	The Boreenmanna Road is already one of the widest roads in the City and could be adapted (as is) to accommodate your objectives of bus and cycle lanes. If your objective is to reduce car use, then I fail to see why each of the routes (and Route J in particular) preserves (possibly even enhances!) car use opportunity. In addition, there are two other nearby main roads (Blackrock Road and Ballinlough Road) that together could form a sensible low-speed one-way system. All three roads could then be enhanced with more crossing points, more trees, bushes and public space.	Please see the NTA's response to Issue 12 in this report
NTA-C9-914	Object to proposal as part of the park will be removed, and there will be issues regarding air pollution and biodiversity with increased traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-914	Object to the removal of public parking spaces. Two stadiums and a funeral home are adversely impacted. Loss of parking will further worsen the parking issue already at this end of Boreenmanna.	Please see the NTA's response to Issue 5 in this report
NTA-C9-914	Object to this proposal as it will devalue my property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-914	There has been no testing or modelling done to prove that it will result in time saving in bus arrival times.	Please see the NTA's response to Issue 1 in this report
NTA-C9-918	The removal of parking will impact 3 schools, businesses and two busy sports grounds. Every house on Wallace Avenue parks on the street. There was planning permission granted for a 26 unit apartment complex. Where will these people park?	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-918	There are numerous residential complexes along this road. They will lose parking, bin stores, grass and space.	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 6 in this report
NTA-C9-918	There are approx. 280 mature trees lining a substantial part of this road. They provide shelter, offer a barrier to noise pollution and help with the environment and air cleaning.	Please see the NTA's response to Issue 4 in this report
NTA-C9-923	The residents are justifiably angered and upset by the proposed changes on Boreenmanna road which will be heavily impacted (191 trees on this one section alone removed). The NTA vaguely advise that will put in place a "replanting programme" as a mitigation measure however no details are provided regarding the number of trees, type, or locations. The NTA should be planting more trees not removing them as Leafy green streets would encourage more pedestrians, cyclists etc.	Please see the NTA's response to Issue 4 in this report
NTA-C9-923	There is no evidence to suggest that any traffic modelling has been done to support the necessity of Bus Corridors, specifically 2 x bike path, 2 x footpath, 2 x car lane, 2 x bus lane along the Boreenmanna Road. It is regrettable that so little research, data collection and analysis has taken place as this would serve as evidence to support or otherwise the Bus Connects proposal and to demonstrate to the public that due diligence has taken place. Direct requests to NTA for further information on traffic modelling were not returned.	Please see the NTA's response to Issue 1 in this report
NTA-C9-926	The proposal will create heavier traffic on an already busy road leading to noise pollution.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-926	The removal of car parking is unrealistic without providing an alternative. It will have a detrimental effect on homes, visitors, businesses and schools.	Please see the NTA's response to Issue 5 in this report
NTA-C9-926	Object to the proposal as it will cause destruction of our community	Please see the NTA's response to Issue 4 in this report
NTA-C9-926	Object to the proposal due to devaluation of our houses	Please see the NTA's response to Issue 7 in this report
NTA-C9-926	Object to the removal of trees for this proposal as there must be an alternative. There has to be an environmental study done to show that the removal of the trees can justify gaining extra few minutes on bus times that will most likely still continue to pass half empty.	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-C9-926	Object to the compulsory purchase orders and the acquisition of land from many gardens, schools and green areas.	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-C9-926	Object to the way that the plans have been rolled out, the "positive" image that has been portrayed in the campaign is insulting to our communities.	Please see the NTA's response to Issue 11 in this report
NTA-C9-926	Object to the proposal due to the safety of children for drop off and collection at schools on the Boreenmanna Road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-926	Object the proposal as proper surveys and studies have not been completed to support the notion of the plans	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-928	<p>Investigate a two-way, single sided bicycle lane on the side of the Boreenmanna which diverts cyclists onto the old Blackrock road and thereby eliminate a potential health and safety risk at the bottom of the Boreenmanna as is currently proposed.</p> <p>Consider investigation of shared bike path with foot path,</p> <p>Examine benefit of establishing one-way traffic systems by taking a collective approach of encompassing the main four parallel roads into the city centre, i.e. Blackrock road, Boreenmanna road, Ballinlough road and Douglas road.</p> <p>Examine optimizing road usage e.g. reallocate part of the public road to public transportation.</p> <p>Increase park and ride locations.</p> <p>Consider the cost benefit of introduction of congestion charges and/or gradual reduction of city centre parking.</p> <p>Examine a focused approach on road segments.</p> <p>Given this is a green initiative, increase fossil fuelled traffic at the expense of worsening the air quality doesn't make for sound engineering practice or advantageous media coverage. There is no need to increase the frequency of double decker buses that are already underutilised, but there is a need to continue the already well developed Mahon Green way into the city centre to enable cycling safely,</p>	<p>Please see the NTA's response to Issue 12 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> <p>Please see the NTA's response to Issue 10 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-928	<p>The environmental pollution and the indirect effects on social safety and physical activity will be devastating and detrimental. This proposal will have a severe negative impact on the wildlife and birds that nest in the area. We are acutely aware of rising temperatures in urban areas, the trees help to regulate the temperature, we should be investing more in urban greenery rather than destroy this natural resource.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-928	<p>Vast majority of residents have lived in Ceanncora Lawn for over 30 years and the suggested widening of the road outside Ceanncora lawn is both alarming and concerning and causing a significant increase in anxiety.</p> <p>This proposal will have a severe negative impact on the wildlife and birds that nest in the area and also residents health. During recent lockdown we found gardens, trees to be essential to our mental health and wellbeing. This green initiative is a lie and worsens the air quality in the locality further by facilitating increase in traffic and buses along the Boreenmanna road.</p> <p>Studies have shown such attack on green spaces to adversely impact people's wellbeing²</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-928	<p>The proposal removes 200 trees. The social, health and environmental benefit of these trees will be lost.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-928	<p>There is no evidence that the NTA have taken Public Expenditure Code of Practice³ into account before submitting this proposed design. There has been no cost benefit analysis provided for this design. A detailed assessment is needed as it should comply with the public expenditure guidelines.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-928	<p>-What considerations are afforded to people that lose their off street parking?</p> <p>-There is a lack crossing points at multiple locations along the road e.g. children crossing road for schools, e.g. Crab Lane, Beaumont school. Widening of the road can bring increased speed and lead to potential safety concerns for these children crossing the road. How is this going to be addressed?</p> <p>-What considerations have been applied for children that have special needs, and how can they safely reach school(s)?</p> <p>-Where are the considerations given to the nuanced landscape in the Boreenmanna road area giving rise to its unique topography. Are residents from the Ballinlough road expected to walk up and down the hills with their shopping in the rain?</p> <p>-Where is the environmental assessment carried out to outline the impact that the destruction of the mature trees will have on worsening the air quality of our community in terms of both well-being and breathing?</p> <p>-What flood prevention mechanisms have been considered due to removal of mature trees, hedgerows and widening of the road?</p> <p>-How are two of the largest sporting grounds e.g. Páirc Uí Chaoimh, and Páirc Uí Rinn, 4th and 25th largest GAA grounds in the country expected to be adequately support weekly matches, concerts and operate as a sporting venue when there is no parking retained? Vast numbers of attendees park along the Boreenmanna road, where are they going to park? Similarly, where are the children and adults playing Rugby expected to park, how can our only Rugby club be expected to continue to thrive and produce Ireland's top class professionals. It is one of the oldest Rugby clubs in Cork and brings significant heritage and history with it. These sporting stadiums and facilities are an integral part of our community and the NTA is seeking to cause irreparable damage to these beautiful sporting venues with its current proposal.</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> <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> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-928	In many cases the size of the people's own gardens, parking spaces under CPO ranges from 3-8m and is unnecessary, there has been limited or no evidence to justify why it's needed at the scale and cost proposed, resulting in destroying people's homes by reducing their green spaces	Please see the NTA's response to Issue 6 in this report
NTA-C9-928	The Process itself initially had a compressed deadline submission requirement in the summer when majority of people were on holidays. This limited our ability to make submissions and lead to undermining our trust in the NTA. The communication around the proposal design was unprofessional, substandard and lacking in any real empathy.	Please see the NTA's response to Issue 11 in this report
NTA-C9-928	Increase in noise and vibration due to the increase in traffic volume can cause structural issues to houses over time along the Boreenmanna road. There has been no assessment carried out on noise and vibration impact to close proximity dwellings along the Boreenmanna road, this is a significant oversight and is concerning.	<p>Please see the NTA's response to Issue 1 in this report</p> <p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-928	In order to accurately assess the likely impact of the route design factors such as "cut and fill", traffic flow and mitigation measures need to be considered and analysed. How much are traffic flows expected to increase by, nobody has shared this data with the local community at the time of submission. If traffic flows are expected to increase by large margins, it is prudent to prepare indicative noise prediction calculations and share findings with the community. Given that many of the dwellings along the Boreenmanna road are in close proximity to the road design changes. Noise prediction should be carried out using a well adopted current standard such as NMPB96 or using Directive 2002/49/EC.	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-933	The CPO will reduce the ability of essential services stopping outside my family home.	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-C9-933	Increase the size of footpath one side of the road to facilitate the bike lane. This will save the 190 mature trees, and the cyclists and walkers share the footpath with the trees in the middle.	Please see the NTA's response to Issue 4 in this report
NTA-C9-933	There are never traffic jams on the Boreenmanna Road and current buses flow easily.	Please see the NTA's response to Issue 9 in this report
NTA-C9-933	The proposal will cause isolation in the community due to the lack of car parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-933	The CPO and proposal will seriously devalue my property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-933	Object to felling mature trees during a climate crisis. 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-C9-933	Object to the CPO of my property which will reduce my parking space by 1. I will also lose 2 trees, garden hedgerow and stone wall.	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-C9-933	Interaction with community has been extremely poor. Letters were received during the summer with a tight deadline for submissions. These letters were only sent to homes with CPOs, other residents were hearing about the plans via word of mouth. Website long and convoluted. Submission process is difficult to find and not completely straightforward. Maps not to scale. Public information sessions in the middle of the summer. Traffic surveys not carried out in advance. Completely contrary to CMAT Cork City Cycling Plan and DLUTS plan. Public document mostly marketing material with journey times before and after not using similar measurements. Draft document by Barry Transport has many errors in it.	Please see the NTA's response to Issue 11 in this report
NTA-C9-933	The age profile of the Boreenmanna Road is an elderly one and this proposal will create a Health & Safety issue to these people, ie home health care unable to park outside their home, family visiting, meals on wheel deliveries etc and more importantly isolation. The proposal will also create a serious Health and Safety issue for the Pre schools, the Primary schools, the Secondary school, the Doctor surgery, the Dentists surgery, the Funeral home, the GAA stadium, the Rugby Club, the Hockey club, the Pitch&Putt club and the several small businesses on the road by introducing a wide dual carriageway road through the community.	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-937	<p>Investigate a two-way, single sided bicycle lane on the side of the Boreenmanna which diverts cyclists onto the old Blackrock road and thereby eliminate a potential health and safety risk at the bottom of the Boreenmanna as is currently proposed. This occurs in many European countries and is very successful.</p> <p>Consider investigation of shared bike path with foot path, this is already in place along the Mahon to city green way and serves as a good success story. Examine benefit of establishing one-way traffic systems by taking a collective approach of encompassing the main four parallel roads into the city centre, i.e. Blackrock road, Boreenmanna road, Ballinlough road and Douglas road. Less environmental and property destruction is caused.</p> <p>Examine optimizing road usage e.g. reallocate part of the public road to public transportation.</p> <p>Consider the cost benefit of introduction congestion charges and/or gradual reduction of city centre parking.</p> <p>Increase bus park and ride locations.</p> <p>Examine a focused approach on road segments rather than a blanket sledge hammer design to prioritise public transportation over cars which would strike a better balance between reducing the scale of destruction, saving our mature trees, saving people's homes and businesses.</p> <p>Given this is a green initiative, increase fossil fuelled traffic at the expense of worsening the air quality doesn't make for sound engineering practice or advantageous media coverage. There is no need to increase the frequency of double decker buses that are already underutilised, but there is a need to continue the already well developed Mahon Green way into the city centre to enable cycling safely, thereby aiding in improving people's health, well-being and facilitating a true net carbon zero environment.</p> <p>Examine the provision of school buses and dedicated drop off zones</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 10 in this report</p>
NTA-C9-937	<p>Increase in noise and vibration due to the increase in traffic volume can cause structural issues to houses over time along the Boreenmanna Road. There has been no assessment carried out on noise and vibration impact to close proximity dwellings along the Boreenmanna Road, this is a significant oversight and is concerning.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-937	<p>There is no evidence that the NTA have taken Public Expenditure Code of Practice into account before submitting this proposed design. A detailed cost benefit analysis assessment is needed as it should comply with public expenditure guidelines.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-937	<p>Residents are alarmed at the loss of green spaces to make way for additional traffic lanes. The social, health and environmental benefits of these green spaces offer us will be lost. During recent lockdown we found gardens, trees to be essential to our mental health and wellbeing. The environmental pollution and the indirect effects on social safety and physical activity will be devastating and detrimental. Studies have shown such attack on green spaces to adversely impact people's wellbeing.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-937	<p>Object to the removal of approx. 200 trees for the purpose of claiming to reduce bus times from 36 minutes to 17 minutes. Residents are alarmed at the vast number of trees that will be cut down. The social, health and environmental benefit these trees and green spaces offer us will be lost. The trees act as a natural barrier to traffic noise and air pollution and replacing them with walls will block out natural sun light.</p> <p>This proposal will have a severe negative impact on the wildlife and birds that nest in the area and also residents health. During recent lockdown we found gardens, trees to be essential to our mental health and wellbeing.</p>	<p>Please see the NTA's response to Issue 4 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-937	<p>What considerations are afforded to people that lose their off street parking? There is a lack crossing points at multiple locations along the road e.g. children crossing road for schools, e.g. Crab Lane, Beaumont school. Widening of the road can bring increased speed and lead to potential safety concerns for these children crossing the road. How is this going to be addressed? What considerations have been applied for children that have special needs, and how can they safely reach school(s)? Where are the considerations given to the nuanced landscape in the Boreenmanna road area giving rise to its unique topography. Are residents from the Ballinlough road expected to walk up and down the hills with their shopping in the rain? Where is the environmental assessment carried out to outline the impact that the destruction of the mature trees will have on worsening the air quality of our community in terms of both well-being and breathing? What flood prevention mechanisms have been considered due to removal of mature trees, hedgerows and widening of the road? How are two of the largest sporting grounds e.g. Páirc Uí Chaoimh, and Páirc Uí Rinn, 4th and 25th largest GAA grounds in the country expected to be adequately support weekly matches, concerts and operate as a sporting venue when there is no parking retained? Vast numbers of attendees park along the Boreenmanna road, where are they going to park? Similarly, where are the children and adults playing Rugby expected to park, how can our only Rugby club be expected to continue to thrive and produce Ireland top class professionals. It is one of the oldest Rugby clubs in Cork and brings significant heritage and history with it. These sporting stadiums and facilities are an integral part of our community and the NTA is seeking to cause irreparable damage to these beautiful sporting venues with its current proposal.</p>	<p>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 Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-937	<p>The current proposal impact 70-80 houses by seizing gardens and parking spaces. There has been little or no evidence to justify why it's needed at the scale and cost proposed.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-937	<p>The public consultation process had a compressed deadline submission requirement in the summer when the majority of people were on holidays. This limited our ability to make submissions and led to undermining our trust in the NTA. Local Schools in the area were not notified nor our local Sporting bodies e.g. GAA, Rugby. Only after lobbying by local Councillors and many communities was this deadline extended to the 3rd October 2022. Secondly, the communication around the proposal design was unprofessional, substandard and lacking in any real empathy.</p>	<p>Please see the NTA's response to Issue 11 in this report</p>
NTA-C9-937	<p>In order to accurately assess the likely impact of the route design factors such as "cut and fill", traffic flow and mitigation measures need to be considered and analysed. How much are traffic flows expected to increase by, nobody has shared this data with the local community at the time of submission. If traffic flows are expected to increase by large margins, it is prudent to prepare indicative noise prediction calculations and share findings with the community. Given that many of the dwellings along the Boreenmanna road are in close proximity to the road design changes. Noise prediction should be carried out using a well adopted current standard such as NMPB96 or using Directive 2002/49/EC. The proposed increases in buses can be a hazard to people living along this route if exposed continuously and the buses are planned to operate near a 24/7 range with increased frequency and volume. This increase in noise and vibration is a significant concern and health hazard, no explanation into mitigating has been provided at this time</p>	<p>Please see the NTA's response to Issue 1 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-952	Submitting a strong opposition to the potential 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. There is very limited parking on site, just over 30 spaces in all. The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents. The club has a huge impact on our local communities and has a long and proud history.	Please see the NTA's response to Issue 5 in this report
NTA-C9-955	The route is not necessary as there is no traffic problems on the Boreenmanna Road.	Please see the NTA's response to Issue 9 in this report
NTA-C9-955	the visual landscape and character of the area will be destroyed	Please see the NTA's response to Issue 4 in this report
NTA-C9-955	The proposal is not environmentally sound	Please see the NTA's response to Issue 4 in this report
NTA-C9-955	Object to the removal of parking. This is a safety issue	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-C9-955	There will be a huge impact on homes and devaluation of property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-955	he proposed removal of the beautiful trees is totally unacceptable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-955	Where will people park if gardens are removed	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 5 in this report
NTA-C9-955	I will oppose any effort to acquire part of my property.	Please see the NTA's response to Issue 6 in this report
NTA-C9-957	The traffic on our road is so busy at present that it's extremely difficult to get in or out our gate. Speed ramps should be considered for this road not increasing traffic loads. I'm deeply upset to learn that all traffic going towards the city centre from Douglas will have to travel up the Well Road.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-957	This proposal will devalue our property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-957	I was never notified of this in writing.	Please see the NTA's response to Issue 11 in this report
NTA-C9-957	There will be an enhanced risk of subsidence due to increased traffic including lorries and buses.	Please see the NTA's response to Issue 7 in this report
NTA-C9-957	I bought a house on this road because it was a nice and safe residential area for my [personal information redacted], one who is also visually impaired, to live, after I pass on. Instead, your proposal to increase the traffic on the Well Road will have the opposite effect and will seriously impact on their safety & quality of life.	Please see the NTA's response to Issue 1 in this report
NTA-C9-977	The loss of this parking will have serious implications far too numerous to go into in an observation such as this, but which should be blindingly obvious to the planners. The negative impact of this both for residents of and visitors to the area far outweighs the benefits that may accrue. I would therefore urge the planners to allow for sufficient parking in close proximity to Cork Constitution even on a time allocation basis if necessary.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-981	I would like to oppose the loss of parking opposed outside Cork Constitution in the near future. I think this loss of parking will have huge impact on parents and members dropping and picking children every week outside the club. This Cork con rugby club is at the heart of sporting activity for all our family and many many families in our local Community.	Please see the NTA's response to Issue 5 in this report
NTA-C9-982	Given the scale of the environmental damage proposed, I urge the NRA to commission a peer review of the design proposal I would also urge a cost benefit analysis be carried out to justify the vast expenditure of the project -	Please see the NTA's response to Issue 1 in this report
NTA-C9-995	By potentially implementing the proposed new transport routes pollution (air and noise) and congestion will increase dramatically while simultaneously reducing road safety in our area due to various car lanes, bus lanes and cycle lanes.	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-C9-995	Obviously removing parking will have a huge impact for local residents which will also a knock effect around the surrounding area. Also where will sports spectators park when attending matches?	Please see the NTA's response to Issue 5 in this report
NTA-C9-995	The proposal outlined diminishes the foundations that our community thrives upon.	Please see the NTA's response to Issue 4 in this report
NTA-C9-995	This proposal wants to reduce our living/green spaces and remove mature tree's from our beautifully established area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-995	However, I do support the proposal of additional cycle lanes. My partner and I are both cyclists and frequently commute to work by bike. I do understand the importance of cycle lanes to improve safety for both cyclists and drivers.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1001	The introduction of the extensive network of bicycle lanes is very welcome. Request for physical separation by way of a concrete kerb is suggested	Please see the NTA's response to Issue 13 in this report Please see the NTA's response to Issue 9 in this report
NTA-C9-1001	The loss of street parking will have a significantly negative impact on club activities, players, members and parents of Cork Constitution. The parking must be retained to allow the club to function.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1002	Traffic issues will continue to exist at other bottlenecks at Mahon and at the link connection at the end of the Boreenmanna road even with the proposed changes.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1002	Insufficient supporting data provided for times saved on bus and traffic commutes	Please see the NTA's response to Issue 1 in this report
NTA-C9-1002	Comparing the minimal bus and journey time reductions with the absolutely enormous financial costs, societal upheaval and personal and lifestyle sacrifices expected from the local community makes for a completely unreasonable scenario.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1002	Additional traffic is bringing noise and carbon pollution into the area with no trees to absorb the carbon or dampen the noise pollution. Reduction in size of the public park Loss of bio-diversity and wildlife	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-C9-1002	Local residents: need on street parking in places (new apartment block recently built - with no spaces!) Local schools: many located on or very near The Boreenmanna road - teachers need parking space, parents need it for "drop offs". Local businesses; shops, salons, pubs and so forth - many located nearby if not on the Boreenmanna road itself - parking spaces are needed for customers and deliveries. Pairc Ui Rinn and Cork Constitution need parking for events. Parking needed for emergency access / medical or social care for older or disabled residents. Parking needed for visitors when visiting locals. Reducing on street parking in one area will have a knock on effect on other areas - some nearby roads and estates.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1002	A larger and busier road will destroy this beautiful suburb. The area is currently a very pleasant suburb. People chose to live here for this reason. A larger and busier road will destroy this beautiful suburb.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1002	The sheer amount of mature and semi-mature trees (not to mention hedges and flower beds) that will be lost is at odds with any green initiatives	Please see the NTA's response to Issue 4 in this report
NTA-C9-1002	Too many people are impacted and too severely - the financial cost to property values and so forth - the lost gardens - affecting quality of life.	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-C9-1002	The communication of these changes was very poor and gives the impression that change was designed to sneak up on communities.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1013	A continuous two-way cycle lane would be far more beneficial and badly needed with bus gates at Pairc Ui Rinn, at the connection to the Link Road into the city instead.	Please see the NTA's response to Issue 12 in this report
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	What is proposed is overkill Boreenmanna Road for what is a generally low-traffic road with pinch points.	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-C9-1013	Consider Cork Con investing in an underground car park or off-street parking in another location such as Beaumont Quarry to allow continuous cycle lanes and bus lanes on this section and provide for the Funeral Home, Pairc Ui Rinn and Cork Con.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1015	As for cycle lanes, they are there already on the Skehard road and are not used by cyclists, I see it every day, electric scooters and bicycles either on the footpath or on the road.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1015	As if we don't have enough traffic lights on the way to the link road from Boreenmanna Road, ye are not proposing to put in several more traffic lights on the route to facilitate buses.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1015	This Quarry is a natural habitat for many animals and rare plants and grasses.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1015	The on street parking in the area is very necessary in this area, we have a Rugby and GAA pitches, several small local businesses, and ye intend to remove 283 of them. Ye are only pushing the cars down lanes and into the Quarry area, parking in front of peoples houses and making the traffic in the area worse.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1015	It is a disgrace that nearly 200 trees will be removed in this route, these trees have been there for many years. The Skehard Road has just been finished being redone and new trees planted	Please see the NTA's response to Issue 4 in this report
NTA-C9-1015	All this has apparently being thought of by an American Company using Google Maps, the Engineer I spoke to at the meeting was not from Cork and had never been in Cork, he hadn't a clue, and was not a very polite person either.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1016	I am opposed to the changes on the Boreenmanna 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 1 in this report
NTA-C9-1016	Opposition to removal of mature trees on Boreenmanna Road due to health and environmental impact	Please see the NTA's response to Issue 4 in this report
NTA-C9-1021	The percentage of road space (29%) devoted to bus lanes in the proposal is wholly disproportionate to the volume of bus traffic on the route.	Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1021	Objection to the felling of 73 mature roadside trees from the residential stretch of Boreenmanna Road (between Rockboro Avenue and Churchyard Lane). The trees provide residents with visual amenity, sound muffling and pollution filtering of the busy road, cooling and shading effects during the summer. They provide significant bio-diversity benefits. Trees in urban settings lead to better mental and physical health outcomes for residents. This proposal is counter to Cork City Council's Air Quality Strategy (2021)	Please see the NTA's response to Issue 4 in this report
NTA-C9-1021	Support for the Toucan crossing proposed for outside Yorkboro. Support for a physically segregated, continuous bus lane along the route	Please see the NTA's response to Issue 13 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	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 1 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-C9-1027	Having read the proposal, I can see massive shortfalls when it comes to any consideration for kids in local schools, new/existing apartments, sports arenas, creche's and a funeral home on Boreenmanna Road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1027	There is other challenges as well with regard to trees being removed	Please see the NTA's response to Issue 4 in this report
NTA-C9-1027	There is 2 schools on that road that rely on having space to park safely. There is no proposal at all to accomodate any of the existing parking requirements. Children may be required to unnecessarily cross dangerous roads unaccompanied.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1028	The additional widening of Borreenmanna Road is totally unnecessary in my view, an outbound bus lane is sufficient	Please see the NTA's response to Issue 9 in this report
NTA-C9-1028	The traffic issue is at the junction of the BR and the city Link Road. No solution to the traffic on the link road is offered in this plan.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
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 1 in this report
NTA-C9-1028	The additional widening of Borreenmanna Road is totally unnecessary in my view, a 2 way cycle lane would suffice	Please see the NTA's response to Issue 9 in this report
NTA-C9-1028	The traffic on the Mahon Link road is an issue and a short and non complicated job to complete however, the NTA will not consider it now as they see this as a Bus Connects project. The Mahon Link road project should rightfully be completed through the NTA , which would instantly reduce Bus times in the Area.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1029	The current route 219 is not sufficient to prevent most drivers from using their cars. Times cannot be enhanced as the Well Road is not included in this plan.	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1029	The Boreenmanna road provides access to schools, stadia, local park and a link between Ballinlough and Ballintemple. The increased traffic would make it more dangerous for pedestrians to walk to these amenities, services and local businesses.	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-C9-1029	The faster flow of vehicles onto Skehard Road will worsen the issues of traffic congestion for cars. Commuters to Mahon have no other option than drive the Well Road and Skehard Road to go to work. While bus traffic might be flowing, car traffic will worsen. Directing traffic off the douglas road to go through the narrow roads of ballinlough is non sensical The proposal to convert ballinlough road (the section between our Lady of Lourdes school and Bernadette way) into a 2 way road is madness, it was converted into 1 way 5 years ago for the very reason that its too narrow, reverting back to 2 way and eliminating the car parking for the house owners will not only create a huge bottle neck and traffic backlog, but also result in 20 houses with nowhere to park their cars?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1029	If the Ballinlough Road, Boreenmanna Road, and Blackrock Road routes are concentrated onto one road, some people with limited mobility might be hindered from accessing public transport at all. Adding extra lanes to this road would make it more difficult for people to access local shops and parks like Ballinlough park and Beaumont Quarry Wood.	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-1029	The proposed boundary changes to Ballinlough park does not appear to be in line with a green initiative. Research has shown that the addition of extra traffic lights will have a detrimental impact on air quality.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1029	While drivers lose their ability to park adjacent to local amenities, they will park on off-roads causing issues to access to local housing estate.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1029	Mature trees should not be cut in this area. The proposed planting of the new trees doesn't seem sufficient to compensate the loss of the mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1029	Drivers accessing local amenities will park on off-roads causing issues to access to local housing estate such as health and safety issues in case of emergency (i.e. reduced ability to ambulances to access estates).	Please see the NTA's response to Issue 5 in this report
NTA-C9-1030	Could a bus loop system with another road be a possibility as an alternative	Please see the NTA's response to Issue 12 in this report
NTA-C9-1030	The Neighbours across the road would be very distant and it would be like living on side of a mostly treeless, soulless wide road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1030	The loss of parking on Boreenmanna Road would be hugely inconvenient to residents.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1030	The removal of trees ,which absorb carbon, would injure the environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1030	Great safety concern re entering and exiting my home by car having to cross extra bus lanes, cycle lanes in addition to 2 metre footpaths.	Please see the NTA's response to Issue 1 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 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-C9-1036	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 10 in this report 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 10 in this report

Reference	Submission Statement	CE response and recommendation
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 1 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.	Cork City Council are involved in the scheme
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 2 in this report 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 2 in this report Please see the NTA's response to Issue 5 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 1 in this report 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 Please see the NTA's response to Issue 5 in this report
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-C9-1045	Objection of the current plan that retains the reliance on cars	Please see the NTA's response to Issue 12 in this report
NTA-C9-1045	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1045	Objection to the removal of pavement from the local area	Please see the NTA's response to Issue 1 in this report
NTA-C9-1045	I fully support the implementation of a well-funded and coherent public transport strategy	Please see the NTA's response to Issue 13 in this report
NTA-C9-1052	The Boreenmanna road is a rat run to the link which is almost always a traffic jam during peak hours and widening the road is pointless due to the fact you will come to a dead stop when joining onto the link. The proposals will encourage traversing through small residential community parks to get around bus gates. This will have the net effect of more cul-de-sac measures being implemented	Please see the NTA's response to Issue 1 in this report
NTA-C9-1052	With the current construction of extra residential property there will be an extra demand on parking.	Please see the NTA's response to Issue 5 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
NTA-C9-1057	Skehard Road west of the junction with Church Road is a good current example what roads will look like if the current proposed STC's are implemented. The wide roadway now has no character	Please see the NTA's response to Issue 4 in this report
NTA-C9-1057	Widening on the Boreenmanna Road is going to eliminate a huge number of mature maple streets planted in the 1980's which provide beautiful seasonal colours in summer and autumn.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1064	<p>1: maintain current road system but add bike lanes (or even share with footpath in some cases)</p> <p>2: explore possibility of one way traffic system connecting 4 main roads (Boreenmanna, Ballinlough, churchyard lane and BlackRock) thus lessening traffic and enable efficient public bus service</p> <p>3: explore other proposals to disincentivise private car use in city and supports to encourage move to public transport or bike use</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1064	Dedicated bike lanes that connect to great infrastructure such as the Mahon Greenway would be hugely appreciated in the area. The current design of bike infrastructure is not fit for purpose. The junctions are highly dangerous and the cycle paths far too narrow	<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> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1064	The proposed four lanes will lead to the destruction of green spaces It will reduce the livability of the area in terms of air pollution and noise pollution, Increased traffic can have a negative environmental impact on local biodiversity such as gathered in Beaumont quarry (including protected species), the Greenway and Marina park.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1064	The proposed four lanes will bisect my community Evidence shows increased traffic in areas decreases friendship between neighbours (Hart and Parkhurst, 2011)	<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-C9-1064	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1064	Increased traffic will make the space less safe for the school going kids attending the 6 primary and one secondary schools in the area.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1066	Objection to the destruction of built heritage	Please see the NTA's response to Issue 4 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.	<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-C9-1066	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.	<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>
NTA-C9-1066	Objection to the non-reversible obliteration of suburban eco-systems (the removal of almost 100 trees on the Boreenmanna Road)	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-C9-1068	Currently parking permits are issued for households that do not have on site parking. No alternative parking is being provided for residents parking that is being removed	Please see the NTA's response to Issue 5 in this report
NTA-C9-1069	Overflow parking in Castlegreine Park on both sides of the road would restrict emergency service vehicles and refuse lorries access to the street This proposal will trap elderly residents and children	<p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1069	The conversion of the already exceedingly narrow Ballinlough road to one way towards the city will be madness.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1069	The new traffic flows will foster the use of Bernadette Way and Castlegreine Park as rat runs	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1069	Concern over the impact that the removal of parking spaces on the Boreenmanna Roads and Ballinlough roads will have on parks such as Castlegreine, Carrigeen and Bernadette Way. Vehicles belonging to residents of these roads will have no alternate parking location on their own road, and this will result in cars once again parking on both sides of Castlegreine Park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1069	I foresee the return of illegal parking and cars blocking the footpaths.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1069	The footpath here is narrow and barely allows one person.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1069	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.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1070	There has been no consideration given to the impact on egress performance of crowds attending these venues. What considerations have been applied in cases of an emergency typically at these sporting venues.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1070	What considerations have been applied for children that have special needs, and how can they safely reach school(s)?	Please see the NTA's response to Issue 5 in this report
NTA-C9-1070	Two-way, single sided bicycle lane on the side of the Boreenmanna which diverts cyclists onto the old Blackrock road Shared bike path with foot path, this is already in place along the Mahon to city green way Examine benefit of establishing one-way traffic systems by taking a collective approach of encompassing the main four parallel roads into the city centre, i.e. Blackrock road, Boreenmanna road, Ballinlough road and Douglas road. Examine optimizing road usage e.g. reallocate part of the public road to public transportation. Consider the cost benefit of introduction congestion charges and/or gradual reduction of city centre parking. Increase bus park and ride locations. Continue the already well developed Mahon Green way into the city centre Examine the provision of school buses and dedicated drop off zones	Please see the NTA's response to Issue 12 in this report
NTA-C9-1070	Many local business serving the area and acting as an integral part of the community are adversely impacted, what considerations and been applied to these businesses	Please see the NTA's response to Issue 5 in this report
NTA-C9-1070	The current design does not solve the traffic congestion on the end of the Boreenmanna road (i.e. section immediately joining the South Link road)	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1070	This proposal will have a severe negative impact on the wildlife and birds that nest in the area Removal of significant green space e.g. Ballinlough Community fairy trail park, when this is a green initiative seems counter intuitive This hedge line of the property aids in enhancing the surrounding air quality, reducing noise pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1070	What flood prevention mechanisms have been considered due to removal of mature trees, hedgerows and widening of the 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-C9-1070	Significant disruption, and nuisance this will bring during the construction phase of the project.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1070	The current proposal removes 283 public street parking spaces Parking concerns for Páirc Uí Chaoimh, Cork Con RFC and Páirc Uí Rinn,	Please see the NTA's response to Issue 5 in this report
NTA-C9-1070	The current proposal destroys almost 200 trees	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1070	There is a lack crossing points at multiple locations along the road e.g. children crossing road for schools, e.g. Crab Lane, Beaumont school. Widening of the road can bring increased speed and lead to potential safety concerns for these children crossing the road.	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-C9-1070	The use of applying a potential CPO to aid in achieving your goal as proposed is excessive Widening the road that encroaches to ~circa 1m at the closest point to my family home is a serious concern The potential removal of my beautiful hedgerows and garden has caused me and my family significant anxiety and stress. You are destroying circa 50% of my garden The current proposal destroys in the order of 70-80 houses by seizing gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1070	The Process itself initially had a compressed deadline submission requirement in the summer when majority of people were on holidays. Local Schools in the area were not notified nor our local Sporting bodies The communication around the proposal design was unprofessional, substandard and lacking in any real empathy.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1070	The area I live in is significantly prone to subsidence. Increase in noise and vibration due to the increase in traffic volume can cause structural issues to houses My home insurance cover would increase as a result of this encroachment and some providers indicated they would not quote. My current provider has informed me that the insurance cover may need to be modified in respect of the potential CPO.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1070	Noise prediction should be carried out using a well adopted current standard such as NMPB96 or using Directive 2002/49/EC.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1070	Nor, have I yet to be provided with fact based, data driven decision making that warrants such devastation to my family home. There is no evidence that the NTA have taken Public Expenditure Code of Practice3 into account before submitting this proposed design.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1070	Where is the environmental assessment carried out to outline the impact that the destruction of the mature trees will have on worsening the air quality of our community in terms of both well-being and breathing?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1072	Accessibility concerns for those with limited mobility at the schools or at the dentist on Boreenmanna road due to the removal of 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-C9-1073	The loss of nearly 200 trees on the Boreenmanna Road and the negative impact this will have on the areas biodiversity	Please see the NTA's response to Issue 4 in this report
NTA-C9-1073	The increase in road lanes will add to safety concerns at road crossings to the local three schools, Cork GAA's second biggest stadium, Cork Con Rugby Club, the local park and the funeral home	Please see the NTA's response to Issue 1 in this report
NTA-C9-1073	We welcome any initiatives and proposals to improve the City's public transport, road network and the provision of a safe cycle route network	Please see the NTA's response to Issue 13 in this report
NTA-C9-1074	Concern about the removal of the trees on Boreenmanna Road: they bring character, peacefulness and biodiversity to the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1074	Having four lanes of traffic will put children at risk when walking to school.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1075	One bus lane and one dual cycling lane would be sufficient on this route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1075	I believe the route chosen has the most negative effect on heritage.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1075	Noise pollution due to buses running 24/7. 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 Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1075	Air pollution due to construction process	Please see the NTA's response to Issue 8 in this report
NTA-C9-1075	Access issues for schools and local hospital.	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-C9-1075	Devaluation of my property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1075	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1077	The scheme proposes to take land from the Jerh O'Connor Funeral Home site. The proposals to acquire this land for the scheme is very detrimental to the proper running of removal and viewings and therefore the funeral home's business.	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-C9-1077	There are historic stone walls boundaries and protected structures along Boreenmanna Road and these will be adversely affected by the proposed works.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1077	Increased proximity of the movement of large buses to the funeral home will result in people using the funeral home being subject to constant vehicular noise.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1077	The works will have a significant disruptive and negative effect on the normal functioning of the funeral home and the individual removals being held within it.	Please see the NTA's response to Issue 8 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1077	While the funeral home has some parking available, on street parking will be needed to facilitate the number of people attending the removals. Removal of on street parking will also affect Cork Constitution FC and matches in Pairc Ui Rinn and there will be an associated knock on impact on removals in the funeral home when events in Cork Con and Pairc Ui Rinn overlap with a removal.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1077	These proposed works will strip Boreenmanna Road of many mature trees and completely change its character.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1077	The scheme proposes to take land from the Jerh O'Connor Funeral Home site. The land is essential to the functioning of the funeral home with full access required to the rear of the funeral home as this is where the coffins are brought in and out of the home.	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-C9-1082	Would one bus lane suffice on Boreenmanna Road with a dual direction cycle lane which would negate the need to widen the road and remove all those beautiful trees?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1082	Objection to the removal of trees and section of the Fairy park from Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1082	Parking is already at a premium and with the proposed changes, on street parking will be removed from Carrigeen Park, Boreenmanna Road and some sections of the Ballinlough Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1083	Example: To egress from the southern side of Boreenmanna Road to travel east one would have to cross a pedestrian walkway, a bicycle lane, a bus lane and a car lane, just to complete the exit maneuver.	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-C9-1083	Has any consideration been given to an Integrated School Bus Drop-off and Collection System (ISBDOCS), somewhat akin to "Park and Ride" like facilities?	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1083	Is it not the case that the morning “school drop-off”, to the 6 schools adjacent to this area, is the main cause of the morning congestion in this specific area? Why is it necessary to destroy our properties for all time for an issue that presents on Monday through Friday mornings from 8.15am – 9.15am?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1083	Our main concern is that the character and nature of Boreenmanna Road will be destroyed forever.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1083	The proposals will completely degrade the natural environment of the area, habitats will be lost, Noise and air pollution will be a problem	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-C9-1083	Objection to the removal of residents parking Existing private parking will be reduced, for some it will be withdrawn, with no alternative provision	Please see the NTA's response to Issue 5 in this report
NTA-C9-1083	The aging population will be fearful to leave their homes	Please see the NTA's response to Issue 1 in this report
NTA-C9-1083	Properties will be considerably reduced in value	Please see the NTA's response to Issue 7 in this report
NTA-C9-1083	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1083	Given the impact of COVID, which has heralded the advent of blended and remote working, has this Plan been revisited or reassessed relative to the extent of the on-going need and the CBA?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1083	Given that the route is not essential, and that there are cheaper and greener alternatives, such as an ISBDOCS and a one-way system, is it the case that the Plan does not meet statutory CPO criteria?	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-C9-1083	Objection to the proposed CPO of 3 meters of front gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1083	Has an analysis of road users been undertaken in this Plan's development?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1083	Has a validated traffic modelling study, proving the time saving dimension, been undertaken? Has an EU Compliant EIA been undertaken?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1091	There is no need for a dedicated bus lane running westward towards the city. There is never a traffic jam on this stretch of Churchyard Lane in that direction The provision of a bus lane running east towards the Skehard road junction should be limited to the minimum required distance from the junction. This would eliminate a dedicated bus lane on Churchyard Lane outside club grounds	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-C9-1091	The provision of 2* cycle lanes of 1.8m each is much larger than those provided in other comparable countries. Others provide counterflow cycle lanes on one side of the road with total width of approx. 1.8m There are other better options for cycle lanes to access schools and city i.e. access to town via the Greenway	Please see the NTA's response to Issue 12 in this report
NTA-C9-1091	The provision of 2* cycle lanes and 2* bus lanes, and the resultant elimination of street parking on Churchyard Lane outside Cork Constitution Football Club will have a very significant impact of the operation of the club There are only approx. 30 spaces on site.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1094	Most of the residents on the Boreenmanna Road are elderly and we are horrified at the prospect of having to exit and enter our homes with a cycle and bus lane to navigate.	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-C9-1094	There are several schools in the area including a school with children with additional needs.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 2 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1094	There is a crèche/Doctors surgery with no parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1094	The continuous noise will be detrimental for our health.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1094	The loss of parking will leave people isolated, it will be to difficult to visit with no parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1094	We will no longer be able to have a leisurely walk on this lovely road as it will become a highway	Please see the NTA's response to Issue 4 in this report
NTA-C9-1094	The loss of so many trees that currently take 12 tonnes of carbon annually from the air would ne an environmental catastrophe which will be detrimental to our health and will shorten our lives	Please see the NTA's response to Issue 4 in this report
NTA-C9-1099	Consider using a coordinated one way system on Douglas Road, South Douglas Road and Boreenmanna Road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1105	We have a high portion of elderly in the Ballinlough area that will not be able to access the proposed Boreenmanna road due to a incline.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1105	No proposal for bus route in the Blackrock area of the city.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1105	The removal of parking around the Cork con and pairc ui rinn will push the traffic further into the Ballinlough residential area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1106	The buses that run on Boreenmanna Rd are very infrequent.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1106	A major fault with the current cycle lanes is that they are so disjointed and completely disregarded during events in the area.	Noted, The NTA aims to provide a complete network of cycle lanes as part of this project.
NTA-C9-1106	The loss of this greenery would be a backwards step	Please see the NTA's response to Issue 4 in this report
NTA-C9-1106	Deamdn for improvements in the safety of walking our children to school. The crossing by Crab Lane is essential, but traffic calming measures are needed to actually slow the traffic travelling along the road. Beaumont Park is one of the city's largest green spaces and there is no safe pedestrian pathway and crossing to it from the western side.	Please see the NTA's response to Issue 3 in this report 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-C9-1114	If residents rely on their cars for mobility reasons. How can these residents be accomodated if these proposals are carried out?	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-C9-1114	The proposal would make it very difficult for mourners to attend the local funeral home services as there would be very limited parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1114	Objection to the removal of part of Ballinlough Park	Please see the NTA's response to Issue 4 in this report
NTA-C9-1114	Objection to the removal of parking at sports clubs and schools	Please see the NTA's response to Issue 5 in this report
NTA-C9-1114	Removing street parking from sports clubs and schools would be detrimental to the community participation. It will be very difficult for family and friends to call to our houses as they will not be able to park outside our residences.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1114	It is beyond belief that our beautiful mature trees along Boreenmanna Rd could potentially be permanently removed	Please see the NTA's response to Issue 4 in this report
NTA-C9-1115	The bottleneck onto the link Road will not be improved by this plan	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1115	Objection to the removal of parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1115	Concerns that proposals will make it more difficult to enter/ exits schools	Please see the NTA's response to Issue 1 in this report
NTA-C9-1115	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1128	Bus routes only facilitate people who need to travel to the city	Please see the NTA's response to Issue 10 in this report
NTA-C9-1128	More frequent buses would surely be a better option as a starting point	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-C9-1128	Anytime I've gotten a bus on this route it is half empty	Please see the NTA's response to Issue 9 in this report
NTA-C9-1128	The mature, green features should not be erased needlessly	Please see the NTA's response to Issue 4 in this report
NTA-C9-1128	The subsidence issues in the area should be considered too in terms of construction and risk to local residents.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1130	The trees and gardens act as a natural barrier to traffic noise and air pollution This proposal will have a severe negative impact on the wildlife and birds that nest in the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1130	Gardens and trees are essential to our mental health and wellbeing Objection to the environmental pollution due to the indirect effects on social safety and physical activity Studies have shown such attacks on green spaces to adversely impact people's wellbeing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1130	Objection to the vast number of trees that will be cut down, and at the loss of green spaces, including a portion of the Ballinlough Park	Please see the NTA's response to Issue 4 in this report
NTA-C9-1132	Concern over the ability of being able to enter and leave our very small development.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1132	There is no need for 2 bus lanes and, one could be created out of the existing road structure.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1132	The road consists of old houses and, the very social fabric may disintegrate over time	Please see the NTA's response to Issue 4 in this report
NTA-C9-1132	I have never witnessed any daily traffic jam during rush-hour in the morning or evening.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1132	I worry about the noise it will create	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-C9-1132	The felling of such a large number of trees which will have an impact of the bird population that is in decline. There will not be enough mature trees to absorb the carbon from the increase in traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1132	There could be a risk of subsidence during and after construction.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1137	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1137	Objection to the potential acquisition of resident's gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1144	Objection to the removal of 191 trees on the Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1146	Are the current lights crossing at Silverdale to be removed?	No, they are not proposed to be removed.
NTA-C9-1146	Brochure page 35. Objection to the removal of onstreet parking for residents Brochure page 40 - 43. Objection to the removal of onstreet parking for Pairc Ui Rinn, Cork Constitution and the funeral home. Consider alternative parking in this area	Please see the NTA's response to Issue 5 in this report
NTA-C9-1146	I have a concern on the number of trees being removed	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1146	Brochure page 47. Why are more trees being removed from this area which has seen significant works already over the years? Brochure page 49. Objection to the removal of trees Brochure page 58. Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1146	Brochure page 51. How is a bridge to be widened? Brochure page 52. How does this sync with proposed additional building in Jacob's Island?	The method of bridge widening will be confirmed at the next design stage.
NTA-C9-1146	Support for the provision of more Park & Ride facilities	Please see the NTA's response to Issue 12 in this report
NTA-C9-1146	Support for the toucan crossing proposals on brochure pages 37 and 38. A toucan crossing should be installed on the Ballinlough Road junction.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 13 in this report
NTA-C9-1148	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1150	Access and egress from properties for residents of Crab Lane and other roads and estates adjoining the Boreenmanna Road	Please see the NTA's response to Issue 1 in this report
NTA-C9-1150	The Ballinlough Road lies uphill from the Boreenmanna Road	Please see the NTA's response to Issue 10 in this report
NTA-C9-1150	Objection to the removal of bus services along the Ballinlough Road will result in a vastly inferior service to the wider community	Please see the NTA's response to Issue 10 in this report
NTA-C9-1150	The only current pinch point is at the junction between the Boreenmanna Road and the South Link Road and this, only for traffic turning right to travel towards the city centre Proposal may result in more traffic arriving at the South Link junction to join an already congested South Link Road towards the city centre	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-C9-1150	These trees are of enormous importance in relation to wildlife habitat , as natural carbon sinks, improving air quality, reducing particulates from exhaust fumes, protection from noise pollution, and their contribution to the moderation of the local climate	Please see the NTA's response to Issue 4 in this report
NTA-C9-1150	Concern over the impact and length of time construction will have on residents	Please see the NTA's response to Issue 8 in this report
NTA-C9-1150	Objection to the removal of approximately 283 on-street parking spaces. The removal of on-street parking would also have a negative impact on Pairc Uí Rinn and Cork Constitution	Please see the NTA's response to Issue 5 in this report
NTA-C9-1150	The removal of any part of the Ballinlough Park would be detrimental to the community	Please see the NTA's response to Issue 4 in this report
NTA-C9-1150	The mature trees currently lining the road provide both an aesthetic benefit and all of the benefits of air quality	Please see the NTA's response to Issue 4 in this report
NTA-C9-1150	Safety concerns due to increased road width	Please see the NTA's response to Issue 1 in this report
NTA-C9-1150	The removal of on-street parking and set-down points, and higher volumes of traffic, raises safety concerns for pupils	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1150	More evidence required for the improved bus journey times	Please see the NTA's response to Issue 1 in this report
NTA-C9-1153	Objection to the removal of parking at Cork Constitution due to the lack of alternatives	Please see the NTA's response to Issue 5 in this report
NTA-C9-1154	Elderly and disabled residents and their need for parking must be considered	Please see the NTA's response to Issue 5 in this report
NTA-C9-1154	Objection to the removal of any part of the Ballinlough fairy park	Please see the NTA's response to Issue 4 in this report
NTA-C9-1154	Objection to the removal of parking at schools, at Cork Con & Pairc Uí Rinn and of residential parking which visitors currently avail of	Please see the NTA's response to Issue 5 in this report
NTA-C9-1154	Removing the trees from a beautiful road is damaging to our health, quality of life and the beauty of the Boreenmanna Rd	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1154	Objection to the removal of set down and pick up areas from schools. School pedestrian commutes will be more dangerous due to increased road widths.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1158	Put 1 Bus Lane on the current Boreenmanna Road without the need to widen further Put 1 Cycle Lane on the Boreenmanna Road. Cyclists could be accommodated to travel in both directions School Drop Off Zones	Please see the NTA's response to Issue 12 in this report
NTA-C9-1158	Current bottleneck that exists is at the very end of the Boreenmanna Road where it intersects with the South City Link Road. Consider reevaluating the proposals approach to this junction. This could be improved if the junction was monitored/controlled. From the Skehard Road through to the Boreenmanna Road there is never any delays/problems	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-C9-1158	Objection to the proposals negative impact on local biodiversity. Objection to the removal of any part of Ballinlough Park	Please see the NTA's response to Issue 4 in this report
NTA-C9-1158	These proposals would increase the risk of subsidence and other dangers during it's construction. Construction will increase noise pollution and air pollution.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1158	These proposals will mean there will be no parking to drop children off at local schools Senior residents rely on parking for their family carers, health care workers, meals on wheels, etc Residents will lose thier parking. There seems to be 283 car spaces being removed on the Boreenmanna Road What is the true number of Parking spaces being lost in the area (inclusive of places like Wallace's Avenue that is losing parking as part of STC I)	Please see the NTA's response to Issue 5 in this report
NTA-C9-1158	Objection to the removal of 191 mature roadside trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1158	Introduce more Park & Ride locations with regular connections to the City (Complete these before any Bus Corridors)	Please see the NTA's response to Issue 12 in this report
NTA-C9-1158	Ballinlough & the Boreenmanna Road are notorious for the fact that they are Subsidence High Risk Areas and have sink holes in places along with high level of Limestone & high Radon levels	Please see the NTA's response to Issue 7 in this report
NTA-C9-1158	The removal of parking at schools is a safety concern. It will make the roads more diffult to cross	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1158	This proposal has not any traffic modelling survey completed	Please see the NTA's response to Issue 1 in this report
NTA-C9-1159	Objection to the diversion of traffic from Douglas Road through residential estates onto the Boreenmanna Road due to congestion concerns	Please see the NTA's response to Issue 1 in this report
NTA-C9-1159	The proposal will destroy a leafy and attractive neighbourhood	Please see the NTA's response to Issue 4 in this report
NTA-C9-1159	Concern over the carbon produced during construction	Please see the NTA's response to Issue 8 in this report
NTA-C9-1159	Objection to the removal of 193 trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1159	The Cork City Council, Officials and Councillors, have a big part to play and need to consult openly and listen to the citizens. The City Council as part of the EU Green Cities initiative recently appointed a Tree Officer. Concern over the lack of impact from the new Tree Officer. This initiative is being part funded by the NTA	Please see the NTA's response to Issue 11 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-C9-1159	Allowance of very little time for people to organise and respond as part of the public consultation	Please see the NTA's response to Issue 11 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1160	The existing proposal will cause traffic chaos for the local community in particular near Cork Con Rugby Club and Ballintemple National School	Please see the NTA's response to Issue 1 in this report
NTA-C9-1160	Objection to the removal of hundreds of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1164	I don't see the need for a dedicated bus lane from the city on Boreenmanna Road.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1164	The recently completed works on Skehard Road have been of benefit to traffic movement and disruption during the works was significant. I really don't see a need for further works	Please see the NTA's response to Issue 9 in this report
NTA-C9-1164	Objection to the removal of parking in residential areas and around Pairc Ui Rinn, Pairc Ui Chaoimh and the local funeral home	Please see the NTA's response to Issue 5 in this report
NTA-C9-1164	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1166	Objection to the removal of roundabout and signalisation of the junction	Please see the NTA's response to Issue 1 in this report
NTA-C9-1166	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1168	Traffic is never bad on the Boremanna Road to impact on bus services.	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-C9-1168	The new apartments on Wallace's Avenue junction that are being built and the future increased demand for parking must be considered	Please see the NTA's response to Issue 5 in this report
NTA-C9-1168	Objection to the loss of parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1168	Objection to the removal of trees on Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1168	I have safety concerns for my children who walk to school	Please see the NTA's response to Issue 1 in this report
NTA-C9-1169	There is certainly no need cycle lanes outside as there is not enough cyclists on the road. Only 2 cyclists in any given hour we chose.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1169	The traffic levels outside are absolutely appalling as it is, adding a bicycle and bus lane is only going to add to that.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1169	Objection to the removal of residential parking with no alternatives	Please see the NTA's response to Issue 5 in this report
NTA-C9-1169	The tree in the centre of the island in the middle of the road across from my home has been there for well over 100 years, and should not be knocked down	Please see the NTA's response to Issue 4 in this report
NTA-C9-1169	Concern that there is a blind spot from vehicles for the proposed pelican crossing coming down boreenmanna Road leading to the south link road	Please see the NTA's response to Issue 1 in this report
NTA-C9-1169	Safety concerns due to the number of people speeding on lower Boreenmanna Road. No regard for the traffic lights outside the door, or the primary school. Proposals may exacerbate this problem	Please see the NTA's response to Issue 1 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 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1177	Proposals increase difficulty to enter and exit homes by car with bus lane, cycle lane and 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-C9-1177	Concern about no Drop off and parking for schools, crèches, stadia and funeral home in the area of Boreenmanna Road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1177	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1177	Increased road widths make it more difficult to cross the road	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1178	Objection to the removal of parking at Cork Constitution RFC	Please see the NTA's response to Issue 5 in this report
NTA-C9-1180	This proposal does nothing to eliminate the traffic problems that presently exist on Boreenmanna Road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1180	Significant project costs for no clearly identifiable benefits.	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-C9-1180	No on street parking facilities (283 spaces) for people with disabilities, elderly people, local residents. This also extends to two schools, a funeral home, two stadiums. Existing housing estates will be forced to accommodate the additional cars that will be forced to park somewhere else.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1180	Significant devaluation of properties on Boreenmanna Road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1180	Objection to proposals to destroy almost 200 mostly mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1180	Widening of the road will lead to increased speeding, and pose a significant danger to children crossing the road to go to and from school.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1198	Access to & from our estate will become difficult, crossing multiple lanes.	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 3 in this report
NTA-C9-1198	The main area that causes a bottleneck is the junction between the Boreenmanna road & the link road & this is mainly only at rush-hour times	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-C9-1198	The project is too expensive for the outcome of a quicker bus route	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-C9-1198	The noise & air pollution are additional causes for concern	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-C9-1198	The removal of the on-street parking will lead to people coming into small estates all along the Boreenmanna Road to park. Parking for games in Pairc Ui Rinn or Pairc Ui Chaoimh must be considered.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1198	The loss of the trees all along the Boreenmanna road will have a massive impact on the environment as well as the visual landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1198	Access to schools in the area for your young children will become hazardous.	Please see the NTA's response to Issue 1 in this report
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 1 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-C9-1207	Objection to the removal of parking. Pairc ui Rinn, Cork Constitution and O'Connor's Funeral Home need parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1209	More cycle to work incentives. Private transport to work schemes could be introduced where companies organise buses for their employees	Please see the NTA's response to Issue 12 in this report
NTA-C9-1209	Increase funding for BusEireann to allow for more regular and punctual buses	Please see the NTA's response to Issue 10 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1209	Decrease the fare cost for daily buses	Please see the NTA's response to Issue 10 in this report
NTA-C9-1209	Improve cycle lanes and cycle safety awareness	Please see the NTA's response to Issue 1 in this report
NTA-C9-1209	Proposals will have a negative effect on the biodiversity and natural environment along the Ballinlough Road. The expansion of roads will lead to the removal of so much vegetation will have a profoundly negative impact with a massive knock on effect for all species, plants, and people.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1209	Objection to the removal of residential parking on Ballinlough Road. This cannot simple be replaced elsewhere	Please see the NTA's response to Issue 5 in this report
NTA-C9-1209	Consider the impact this proposed change will have on the elderly community. Many elderly people cannot access public transport	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-C9-1209	Objection to the removal of trees, shrubs and green areas. New vegetation cannot replace them	Please see the NTA's response to Issue 4 in this report
NTA-C9-1209	More cycle to work incentives	Please see the NTA's response to Issue 12 in this report
NTA-C9-1209	Traffic being rerouted through the quiet safe roads of Ballinlough and Increased traffic passing the Our Lady of Lourdes primary school increases the risk of accidents substantially.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1210	Objection to the removal of mature, healthy trees. We should plant more trees rather than remove them.	Please see the NTA's response to Issue 4 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	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 Please see the NTA's response to Issue 5 in this report
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 1 in this report
NTA-C9-1216	Using the bus requires a cultural shift which will take time	Please see the NTA's response to Issue 9 in this report
NTA-C9-1216	These proposals seem to run contrary to the Climate Action plan and sustainability. There should be cheaper and greener alternatives	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-C9-1216	On street parking is still a necessary evil in many parts of Douglas for social and residential means	Please see the NTA's response to Issue 5 in this report
NTA-C9-1216	Objection to the removal of trees and the urban amenity which they provide. The proposals for tree replanting offers little reassurance.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1223	Provision of an extension to the city centre along the existing Greenway from Mahon to the Marina for cyclists. Provision of a Park and Ride facility in the Mahon area (like the Black Ash Park and Ride off the South City Link Road).	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1223	Proposed design does not solve the current traffic congestion problem at the end of the Boreenmanna Road which is the section joining the South Link	The objective of the Sustainable Transport Corridors is to provide priority for buses along the busiest sections of the bus routes. Providing priority to buses will improve journey times and reliability making the bus a more attractive option for commuters. Cycling and walking will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities.
NTA-C9-1223	The removal of trees, compulsory purchase of gardens and acquisition of a portion of the Ballinlough Fairy Park would have a negative impact on the bird, bee and animal life on the proposed Route.	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-C9-1223	Objection to the removal of in excess of 280 on road parking spaces along the route in addition to the removal of driveways	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-C9-1223	Objection to the removal of almost 200 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1223	Objection to potential land acquisition of residents' gardens and the accompany driveways	Please see the NTA's response to Issue 6 in this report
NTA-C9-1223	Increased volumes of traffic would impose a huge safety issue for pedestrian and school going children (there are 3 schools on the proposed route).	Please see the NTA's response to Issue 1 in this report
NTA-C9-1225	I would suggest having a 2-way bicycle lane on the Boreenmanna Rd and the new bus lane on the same side of the road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1225	Objection to the removal of at least 200 trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1225	Bringing out the plans during the Summer was not the time to do it with schools and people on holidays. A lot of residents are still unaware of these plans	Please see the NTA's response to Issue 11 in this report
NTA-C9-1230	Access to properties will requiring crossing more lanes. Concern over sight lines, the driver will more than likely have to block the footpath, cycle lane or bus lane in order to establish when a clear road is available.	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-C9-1230	Possibility to establish one-way traffic systems of the Blackrock Road, Boreenmanna Road, Ballinlough Road and the Douglas Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1230	I see no reason to include two dedicated bus lanes	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-C9-1230	I continue to observe a significant number of almost empty double decker buses travelling Boreenmanna Road	Please see the NTA's response to Issue 9 in this report
NTA-C9-1230	Subsidised bus fare would make the bus a more attractive option.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1230	If the proposed changes to the road layout are implemented, all traffic exiting these access points and turning right to Pairc Ui Rinn would have to maneuver across more lanes. Drivers crossing lanes may have to block lanes which would increase traffic build up. Currently there are no hold ups that reduce traffic flow on this road. The only current traffic pinch point on the Boreenmanna Road is where it meets the City Link Road on the inward journey from Mahon to the city centre.	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-C9-1230	Extend the greenway from Mahon to the Marina to the city centre via Kennedy Quay	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1230	Could a two-way single-sided cycle lane on the side of the road which diverts cyclists onto the Old Blackrock Road be considered for Boreenmanna Road. Boreenmanna Road does not have the most suitable terrain for cyclists due to the gradient on the road exiting the city towards Parc Ui Rinn.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1230	Electric buses could take users from the park and ride to the city centre. Smaller electric buses could be used during off-peak hours.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 10 in this report
NTA-C9-1230	Increase in noise, light and air pollution will impact negatively on residents	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-C9-1230	Parking is required for residents of the area who do not have their own driveways, attendees at the two stadia and the funeral home, delivery drivers and visitors	Please see the NTA's response to Issue 5 in this report
NTA-C9-1230	Objection to the removal of a large number of mature trees on the Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1230	There can be hold-ups around school opening and closing times which could be alleviated if "controlled drop off zones" were created	Please see the NTA's response to Issue 12 in this report
NTA-C9-1230	New park and ride with access to the South Link Road?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1230	Support for more pedestrian crossings. Request to consider locating them closer to the schools in the area	Please see the NTA's response to Issue 12 in this report
NTA-C9-1230	Concern in relation to the loss of gardens for many householders	Please see the NTA's response to Issue 6 in this report
NTA-C9-1230	Health and safety risk that results from the necessity of cyclists travelling towards the city centre having to cross the Boreenmanna Road to avail of the continued access to the cycle lane	Please see the NTA's response to Issue 1 in this report
NTA-C9-1230	I am very aware of the benefits of the delivery of an accessible, integrated transport network for the Cork Metropolitan area	Please see the NTA's response to Issue 13 in this report
NTA-C9-1230	Do you have future population projections for the area and details of future developments with projected numbers in employment (physically) in the area? Where is the traffic modelling validation to prove this travel time reduction is realistic/obtainable?	Please see the NTA's response to Issue 1 in this report
NTA-C9-1234	24hr services, new routes, increase frequency can all be put into operation without changing the infrastructure	Please see the NTA's response to Issue 9 in this report
NTA-C9-1234	Objection to traffic diversions of Douglas Road traffic down Bellair, past Our Lady of Lourdes School, and down Wallaces Avenue. The congestion in Douglas village is due to Douglas village. By bringing Douglas Road traffic down Wallaces Avenue we are exacerbating the situation on the South Link Road, not relieving it.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1234	I think that we should work within the existing stracts, and change our methods of operation	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-C9-1234	Increased pollution, both noise and air from buses, an increase in vehicle volumes, and idling traffic. The loss of the amenity of trees, shade, flora and fauna, including making local park at rear of community centre smaller.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1234	Increased stress levels on the local population due to traffic	This scheme aims to reduce overall traffic by providing for alternative and more efficient means of transportation including buses, cycle infrastructure and improved pedestrian infrastructure.

Reference	Submission Statement	CE response and recommendation
NTA-C9-1234	Concern over the duration of construction works and inconvenience it will cause residents	Please see the NTA's response to Issue 8 in this report
NTA-C9-1234	Objection to the removal of parking. The residents of Wallaces Avenue do not have parking.	No changes are proposed on Wallaces Avenue. Please see the NTA's response to Issue 5 in this report
NTA-C9-1234	There will be serious effects from this Bus Corridor on properties along the route such as loss of current public realm, and breakdown of communities. This will lead to the splitting of communities whereby people may be less inclined to cross the road and visit the elderly.	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-C9-1234	There will be serious effects from this Bus Corridor on properties along the route such as devaluation	Please see the NTA's response to Issue 7 in this report
NTA-C9-1234	The Park and Rides need to be built in advance of the route	Please see the NTA's response to Issue 12 in this report
NTA-C9-1234	Decreased ability to cross very wide road	Please see the NTA's response to Issue 1 in this report
NTA-C9-1234	Why wasn't everybody contacted about this, not just those in line for a CPO. Some of the mapping is out of date, and is not to scale.	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-C9-1234	There will be serious effects from this Bus Corridor on properties along the route such as subsidence	Please see the NTA's response to Issue 7 in this report
NTA-C9-1234	What measures are to be put in place for the safety of the children in Our Lady of Lourdes, Rockboro, St Anthonys, Ashton and Eglantine	Please see the NTA's response to Issue 1 in this report
NTA-C9-1235	What provisions have been made for all the cars that are regularly lining the Boreenmanna Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1235	What provisions have been made for all the cars that are regularly illegally parked due to the numerous sports grounds	Please see the NTA's response to Issue 5 in this report
NTA-C9-1236	Crossing 3 lanes of traffic to park in your driveway will be difficult	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-C9-1236	Given the size of the existing road, perhaps one bus lane and a two-way cycle path on one side of the road. Large sections of the existing footpath could accommodate both cyclists and pedestrians. Send cyclists on a separate quieter, adjacent route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1236	The bus corridor will only ever serve one bus route. The bus corridors in Dublin have many separate routes converging on them.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1236	The quarry edge is no more than a meter from the existing road at its nearest point	Please see the NTA's response to Issue 1 in this report
NTA-C9-1236	The topography of the area and walking distances to the new bus route were entirely ignored when the decision was made to remove the Ballinlough Road bus service	Please see the NTA's response to Issue 10 in this report
NTA-C9-1236	Objection to the removal of historic walls and structures	Please see the NTA's response to Issue 4 in this report
NTA-C9-1236	How many meters of the public park will be lost? Objection to the removal of vast mature hedgerows and mature gardens. The area is home to numerous species of bird, insect, small mammals and even the occasional amphibian. All of which will be displaced or killed. Greenery that is proposed to be removed improves air quality, regulates temperature and reduces the risk of flooding. Increase in noise and light pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1236	Proposals will have adverse effects on the mental and physical health of people that live in the area. Lack of greenery affects mental health. Loss of gardens will affect 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	Submission Statement	CE response and recommendation
NTA-C9-1236	Parking is required for residents, visitors, trade persons, home carers, parents dropping children to schools and for attendance at sports grounds at the funeral home. If residents already own, or intend to buy an electric car, how will they charge it if they can't park near their home?	Please see the NTA's response to Issue 5 in this report
NTA-C9-1236	Fighting for parking will cause animosity between neighbours. No parking means no services so how will we hire trades people, have homecare visits, even deliveries. Isolation - visitors can't park and many of the elderly cant cross 6 lanes of traffic to see their friend across the road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1236	Objection to the removal of almost 200 mature trees. Trees within the boundry walls of gardens which will be destroyed also don't appear to be part of the official count.	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-C9-1236	Objection to potential land acquisition of gardens and driveways	Please see the NTA's response to Issue 6 in this report
NTA-C9-1236	I received no formal notification and learned of this through word of mouth. All residents on or adjacent to the proposed development should have been officially informed by the NTA. Issues with the organisation, helpfulness, cadence and communications of the information session in Nemo Rangers. The website and submission process are too complicated. The consultation campaign being held over the summer. The maps in the booklets are inaccurate, out of date and difficult to navigate	Please see the NTA's response to Issue 11 in this report
NTA-C9-1236	Concern over the risk of subsidence from traffic vibrations	Please see the NTA's response to Issue 7 in this report
NTA-C9-1236	Queries over the completion of environmental impact surveys, traffic flow projections, safety assessments and an assessment on the impact of traffic vibrations	Please see the NTA's response to Issue 1 in this report
NTA-C9-1243	The cycle lane on Boreenmanna Road unnecessarily narrows behind the bus stops in places. Example where the middle of the road contains a ghost island for the right-turning lane and could be removed. Similar consideration should be given at all places where cycle lanes narrow at bus stops	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	Consider retaining the existing footbridge over the South Link Road and build a second, parallel bridge to minimise disturbance, gradient of the bridge, cost and environmental impact. This would allow for the segregation of foot and cycling traffic and there is precedent in Mahon over the N40.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	Consider making Avenue de Rennes in Mahon one-way to preserve more trees	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	Alternatively the bus route could be routed down Ringmahon Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	The West-to-East direction fully continuous bus lane may be unnecessary apart from the few hundred metres before major junctions	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	Going West to East it may be appropriate to remove the bus lane	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	Taxis should not be given access to bus gates	Please see the NTA's response to Issue 12 in this report
NTA-C9-1243	Objection to the removal of trees. Please consider taking space from private vehicles/ parkign instead of removing trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1243	Objection to the removal of trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1243	Objection to the removal of trees on Avenue de Rennes in Mahon.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1243	Objection to the removal of trees on Skehard Road	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1243	Please expedite the construction process, ensure segregation of foot and cycle traffic and connect to Gasworks Road at the lowest point possible	Please see the NTA's response to Issue 12 in this report
NTA-C9-1244	Objection to the removal of trees on the Boreenmana Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1253	I think there are many alternative options that must be considered e.g. one-way system.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1253	Concern over the loss of planting and biodiversity. Air quality would be comprised	Please see the NTA's response to Issue 4 in this report
NTA-C9-1253	Boreenmanna Road is a very busy road and I cannot imagine how residents could cross this if it were to accommodate six lanes containing traffic	Please see the NTA's response to Issue 1 in this report
NTA-C9-1253	Proposals have little regard for the landscape and topography of the area, there are many steep narrow hills leading to Boreenmanna Road that are being proposed but are unsuitable	Please see the NTA's response to Issue 1 in this report
NTA-C9-1261	Recent findings from a survey of 400 Ballinlough residents found that to adequately manage congestion and reduce speeding in the Ballinlough area (Ballinlough Road and adjacent streets), the following measures are required: Pedestrian crossings Install 30kph slow zones Residents wanted more bicycle lanes Widen footpaths and junction narrowing	Please see the NTA's response to Issue 12 in this report
NTA-C9-1261	Ballinlough simply cannot handle more traffic being routed through its estates.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1261	Parents & children have expressed a desire to cycle to school but many feel it is unsafe due to the 50kph speed limits in the area & lack of bike sheds in the local schools.	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-C9-1261	A walkability audit was carried out by Ballinlough Residents Association. Findings Issues with speed and volume of traffic around St Anthony's BNS and surrounding area No speed limit signs Side roads being used as "rat runs" e.g. Somerton Drive Need for traffic calming measures Need for cooperation with school to address issues e.g. stagger times Traffic light timings at junction Ballinlough Rd and Beechwood Park Recommendations crossing timings be extended at school opening/closing times to allow more time to cross and could lollipop lady redeployed to St Anthony's school instead?	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-C9-1262	Some residents have disabilities and mobility issues. These residents are reliant on on street parking What considerations have been applied for children who have special needs, and how can they safely reach 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 Please see the NTA's response to Issue 5 in this report
NTA-C9-1262	Two-way, single-sided bicycle lane on the side of the Boreenmana Road which diverts cyclists onto the Old Blackrock Road Consider shared bike path with a footpath. Establishing one-way traffic systems by taking a collective approach of encompassing the four main parallel roads into the city centre, i.e. Blackrock Road, Boreenmanna Road, Ballinlough Road and Douglas Road. Continue the well developed Mahon greenway into the city centre	Please see the NTA's response to Issue 12 in this report
NTA-C9-1262	What considerations have been applied to local businesses	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1262	Current design does not solve the traffic congestion at the end of the Boreenmanna Road (i.e. the section immediately joining the South Link Road). Buses will continue to bottleneck here There is no traffic congestion on the Boreenmanna Road	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable.' with 'The objective of the Sustainable Transport Corridors is to provide priority for buses along the busiest sections of the bus routes. Providing priority to buses will improve journey times and reliability making the bus a more attractive option for commuters. Cycling and walking will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities.
NTA-C9-1262	Objection to the removal of green spaces including a portion of the Ballinlough Park. The social, health and environmental benefits that trees, green spaces and gardens offer us will be lost. There will be increased noise and air pollution as a result. This proposal will have a severe negative impact on the wildlife and birds that nest in the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1262	During the recent lockdown we found the gardens and trees to be essential to our mental health and wellbeing. Studies have shown such attacks on green spaces to adversely impact people's 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-C9-1262	Objection to the removal of parking 283 public street parking spaces What considerations are afforded to people who lose their off street parking?	Please see the NTA's response to Issue 5 in this report
NTA-C9-1262	Increased road width and lanes of traffic would negatively impact on the local community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1262	Concern over potential property devaluation of family homes	Please see the NTA's response to Issue 7 in this report
NTA-C9-1262	Cocnern over the lack of crossing points at key locations along the road especially at local schools	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-C9-1262	Objection to the potential acquisition of 70-80 homes' gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1262	An increase in noise and vibration due to the increase in traffic volume can cause structural issues to homes along the Boreenmanna Road. Parts of Boreenmanna Road sit on rock, which proved problematic when the Cork Main Drainage System was being carried out	Please see the NTA's response to Issue 7 in this report
NTA-C9-1262	The widening of the road can bring increased speed and lead to potential safety concerns for children crossing the road	Please see the NTA's response to Issue 1 in this report
NTA-C9-1262	Please provide data to verify for the potential reduction of bus times from 36 mins to 17 mins	The existing bus journey times were based off automatic vehicle location bus data collected on the Cork City Bus network. The future journey times are estimates based on the automatic vehicle location data taking into account that the bus will be less impacted by congestion as a result of the bus infrastructure.

Reference	Submission Statement	CE response and recommendation
NTA-C9-1262	Traffic flow and mitigation measures need to be considered and analysed. Noise prediction should be carried out using a well adopted current standard such as NMPB96 or using Directive 2002/49/EC There has been no assessment carried out on noise and vibration impact to close proximity dwellings along the Boreenmanna Road. There has been no cost benefit analysis provided for this design which is required for the Public Expenditure Code of Practice Where is the environmental assessment	Please see the NTA's response to Issue 1 in this report
NTA-C9-1269	I do not feel that the level of traffic requires dedicated bus lanes on Boreenmanna Road	Please see the NTA's response to Issue 9 in this report
NTA-C9-1269	Cycle lanes would be welcome where the existing road is wide enough, without removing the car parking	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1269	The parking is essential to users of Cork Con, the funeral home and Pairc UI Rinn	Please see the NTA's response to Issue 5 in this report
NTA-C9-1269	I am absolutely opposed to the removal of any trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1274	There is no guarantee that the proposed plan will improve bus times. There is no clear explanation as to how buses merging from the junction of Boreenmanna Road with the South Link Road are going to "seamlessly" join the high volume South Link Road traffic	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1274	Young and aging residents, sports enthusiasts; environmentalists and others are seeking to have more diverse needs and values incorporated into the proposals.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1274	Objection to the removal of trees on Boreenmanna Road. Environmental studies have asserted the benefits trees provide through carbon sequestration, the removal of air pollutants, the interception of rainfall, and energy saving from both heating and cooling.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1274	Query over the selection of the "emerging preferred route" and extent of local consultation in advance of publication of the "emerging preferred route"	Please see the NTA's response to Issue 11 in this report
NTA-C9-1277	To have bus stops planned at cycle lanes so people getting off bus have to collide with cyclists is unsafe	Please see the NTA's response to Issue 1 in this report
NTA-C9-1277	Support for the provision of cycle lanes	Please see the NTA's response to Issue 13 in this report
NTA-C9-1277	Objection to the removal of mature trees from Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1277	Child safety to and from 4 schools will be endangered	Please see the NTA's response to Issue 1 in this report
NTA-C9-1278	The loss of nearly 200 trees on the Boreenmanna Road and the negative impact this will have on the areas biodiversity is disappointing and should be reconsidered	Please see the NTA's response to Issue 4 in this report
NTA-C9-1278	The increase in road lanes will add to safety concerns at road crossings to the local three schools, Cork GAA's second biggest stadium (16,000 capacity), Cork Con Rugby Club (Munsters biggest AIL Rugby Club), the local park and the funeral home	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1278	We welcome any initiatives and proposals to improve the City's public transport, road network and the provision of a safe cycle route network	Please see the NTA's response to Issue 13 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1279	Residents will now have to negotiate a footpath, bicycle lane and a bus lane in order to either exit or enter their property.	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-C9-1279	There are no Traffic problems on the Boreenmanna Road, the issue is getting off the road at the city link end, this is not addressed in the current plan.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1279	Boreenmanna Road and the surrounding areas are residential and will struggle to cope with increased lanes of traffic and traffic volumes in the area	Please see the NTA's response to Issue 1 in this report
NTA-C9-1279	The felling of mature roadside trees from the residential stretch of Boreenmanna Road will completely alter the character of the road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1281	It is noted in the proposal documentation that the potential benefit to bus travel times for the Mahon to City route would be 13-17 minutes. This seems a paltry benefit in comparison the devastation the plan will wreck on the community.	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-C9-1281	Objection to the removal of parking with no proposals or suggestions for alternative parking locations	Please see the NTA's response to Issue 5 in this report
NTA-C9-1281	This proposal if implemented will have a devastating impact on the local and wider community who make use of the Cork Constitution Football Club facilities 365 days per year	Please see the NTA's response to Issue 5 in this report
NTA-C9-1282	Objection to the acquisition of part of the public park on Boreenmanna Road. Objection to the removal of green spaces and wildlife habitats on Skehard Road. Objection to the removal of greenery on Avenue De Rennes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1282	Concern over noise and disruption from prolonged roadworks along Skehard Road	Please see the NTA's response to Issue 8 in this report
NTA-C9-1282	Objection to the removal of trees at Estuary Drive, Boreenamanna Road, Skehard Road and Avenue De Rennes	Please see the NTA's response to Issue 4 in this report
NTA-C9-1282	Houses have developed cracks and pavements are collapsing. One has to question if this is connected to the constant work in the Skehard Road area. If there are any foundation problems in the future, insurance companies may not cover repair work.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1286	Objection to the removal of parking at Cork Con Rugby Club. Alternative parking must be provided for	Please see the NTA's response to Issue 5 in this report
NTA-C9-1286	Cork Constitution provides huge facilities for both young and adult members both on and off the pitch. If you eliminate on street parking it will have a detrimental effect on access to the clubs facilities	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-C9-1292	Boreenmanna Rd is already a wide road and is not subject to lengthy traffic jams on a normal day.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1292	More room for cars and buses increases the volume of transport and also pollution caused by same.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1292	Objection to the removal of almost 200 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1306	One way traffic system. Examine parallel roads, example Boreenmanna/Blackrock Consider a shared cycle and footpath lane.	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1306	Two sporting grounds, a funeral home, 4 schools and many businesses will be affected by the removal of parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1306	Objection to the reduction of green areas. Concern over the impact of removing trees will have on local wildlife, especially birds	Please see the NTA's response to Issue 4 in this report
NTA-C9-1306	Objection to the removal of parking. Many residents are elderly and would depend on parking outside their homes. Alternatives should be provided	Please see the NTA's response to Issue 5 in this report
NTA-C9-1306	Objection to the removal of up to 200 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1306	Concern over potential land acquisition. Objection to the loss of gardens and any destruction of family homes	Please see the NTA's response to Issue 6 in this report
NTA-C9-1306	Safety concerns for schools as the proposed changes will effectively be a dual carriageway	Please see the NTA's response to Issue 1 in this report
NTA-C9-1307	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1308	Concern about the diversion of traffic from the Douglas Road via the well road and the impact on residential streets	Please see the NTA's response to Issue 1 in this report
NTA-C9-1308	Modelled traffic volumes through residential roads such as Hettyfield should be made available to show changes to traffic flows from existing to predicted. The mapping provided appears to be blurry when zooming in a mobile phone.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1315	Objection to the removal of mature trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1315	Widening of the roadway will result in an inevitable speeding up of traffic flows, leading to safety concerns.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1315	Fully supportive of any initiatives to promote and enhance sustainable public transport and encourage cycling	Please see the NTA's response to Issue 13 in this report
NTA-C9-1317	Support for planned quiet route via Riverbank to allow a safe and appealing route for cyclists	Please see the NTA's response to Issue 13 in this report
NTA-C9-1317	Support for planned quiet route via Riverbank to allow a safe and appealing route for pedestrians	Please see the NTA's response to Issue 13 in this report
NTA-C9-1319	Objection to the removal of parking at Cork Constitution	Please see the NTA's response to Issue 5 in this report
NTA-C9-1327	There is only one traffic pinch point in relation to Boreenmanna Road which is at the junction with the link. It arises for a short time twice daily Monday to Friday and only during the school term, and is often caused by the junction of the link being blocked due to the lack of a yellow box and the duration of light changes	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1344	Objection to the removal of trees due to the negative environmental impact and impact on local biodiversity	Please see the NTA's response to Issue 4 in this report
NTA-C9-1344	Objection to the removal of over 200 trees, on the Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1348	Some thought should be given to residents of Ballinlough which is an old area of cork and this plan will destroy all that is good in the area and will have a negative impact on the community	Please see the NTA's response to Issue 4 in this report
NTA-C9-1348	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1348	Consider the safety of the school children attending the many schools that are set to be affected	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1358	Provide priority to buses in current traffic lanes by utilizing traffic light signalling favourable to buses. Explore the option of a one-way system. Put in extra pedestrian crossings on the Boreenmanna Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-1358	There are sporting facilities and local businesses which will be without any nearby parking, which will have a detrimental effect on their operation.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1358	The air pollution will increase due to the reduction in trees/green area and increased traffic. Noise pollution will increase, including buses running 24 hours a day.	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-C9-1358	This proposal will have a severe negative impact on the wildlife and birds that nest in the area	Please see the NTA's response to Issue 4 in this report
NTA-C9-1358	Objection to the possibility of losing 12 car park spaces in the Willows Apartments Complex and other parking spaces on the Boreenmanna Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1358	Objection to the removal of the garden of the Willows Apartments Complex. The garden area is a social space where residents interact and are part of a community. Objection to reducing green area in Ballinlough park	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-C9-1358	Objection to the removal of seven trees along with front garden being lost in the Willows Apartments Complex	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-C9-1358	Objection to potential land acquisition at the Willows Apartments Complex. Concern over potential loss of glass recycling and refuse storage area and reduction of the garden area which is used by children and elderly residents.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1358	There are various schools on the road which will be impacted with no place to drop off / collect kids attending school. This will create a Health and Safety issue for the schools.	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	Submission Statement	CE response and recommendation
NTA-C9-1359	<p>This is a critical area that needs a lot of attention and good design</p> <p>This is main connection for PED and cyclist from Boreenmanna Rd into the city and main place that buses get held up heading into the city. The Bus stop should be moved back east. Why would someone get off the bus at the South Link and walk back? Move the existing crossing back towards Castlegreina Park. Make toucan as per general comment. This saves the tree as well. Then remove the west bound cycle lane beyond the crossing and make the north side a two way cycle lane. Why keep the vehicle access to the Boreenmanna Rd/Rockboro Ave off west bound traffic on Boreenmanna Rd? Make that quite road for local access only from Old Blackrock Rd. The apex at Boreenmanna Rd and Rockboro Ave should be well design for prioritization of safe, direct PED and cyclist permeability. There should be cycling and PED separation. The Bus lane is not needed from the start of Boreenmanna Rd heading East. This would alleviate the CPOs and could possibly mean trees could be planted on the northern side of this stretch? Bus connection onto the Southlink should have bus priority light sequencing. This will be one of the only places a bus heading west on Boreenmanna Rd will get held up. This is the most important bus design element in my opinion for this route. Are we losing the space for the annual Christmas Tree? I cannot tell from this drawing. The Christmas tree and associated green space should not be lost. I agree that reducing the radius for those entering the Boreenmanna Rd from the South Link is good and will reduce speed, but the same could be achieved without losing the existing green space. If the bus could make that turn onto the Boreenmanna Rd as currently shown? I think that the 3-4 houses here on the south side of the road are the only houses on Boreenamanna Rd without off-street parking. I am not suggesting that they have a 'right' to free parking, rather highlighting that they might be the only ones without any other option than on-street parking. Turning lanes and bus lane headed east not needed and would reduce the crossing distance for PED and allow more space for protected cyclist junctions. Consider that cyclist main access to the Marina and Albert Quay is via Victoria Rd. Consider protected junctions for cyclist. How does a cyclist make a turn in the junction? Where are the advanced stop lines for cyclist turning?</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1359	<p>Move the toucan crossing closer to the park Consideration PED need for the current and future national school expansion.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1359	<p>I commend the protected junction. Junction should have cycling light turn crossing priority via the protected junction. I am not sure buses turning left onto Skehard from R852 will be able to make that turn. (issue previsouly and not this seems tighter) Is the bus lane heading toward Mahon necessary? Can the trees be spared on the east side of the road?</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1359	<p>My family lives and mainly functions on route STC J.</p> <p>Several of my points would also apply generally across the whole Cork BusConnects scheme.</p> <p>I look forward to more specific engineering details during the consultation period where engineers have had the opportunity to take on feedback from the public during this phase to truly design liveable routes accessible for all which radically shift modal share towards more sustainable transport.</p>	<p>Please see the NTA's response to Issue 1 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 13 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-1359	<p>With BusConnects, numbers of single occupancy private vehicle trips will be reduced despite population growth. Continuous point-to-point bus lanes will not be necessary on some routes. A challenge is the large cohort of people in Ireland who point-blank will not take a bus. Improving the service might convince the fringe users, but the improved service needs to be combined with disincentives for using private vehicles in the city. Where you have shared space, e.g., Rockboro Road, introduce an distinct road surface to visually indicate a shared space (Ref DMURS and Advice Note 2) I expect shared space like this to be a 20kph or less zone? How will this speed limit be achieved with traffic calming engineering? All crossings adjacent to cycle lanes should be Toucan type with cycling and PED delineation. Places where the cross section shows 1.5m cycle lane is sub-standard and not in accordance with the NCM even if considered single file only. Narrow width cycle lanes will discourage use for safety reasons. Especially with double decker buses going by at 50kph. Is the plan to make the Boreenmanna Rd 30kph? I would agree with reducing it to 30kph. Details are needed on the height differences on Boreenmanna Road between the footpath, cycle lane and bus lane. Is there a need for the drop from the footpath to the cycle lane? Consideration should be given on how routine maintenance will be performed to clean the cycle lane. Ideally there is protection from the bus lane, i.e., verge. I am delighted to see the island-type bus stops as I asked for these on the Skehard Rd, but they were not implemented. That being said, it is poor design to narrow the cycle lane at this point. Double narrowing and chicane on approach to bus stops has a number of negative effects. All lights should have PED and CYCLIST sequence (and indication) or bicycle head start sequence. Entrances to / exits from estates should be raised table to prioritize PED crossing and slow down drivers entering and exiting. There are no PED crossings considering where the vehicle stop lines are drawn? I commend the reduced radii. Remove east bound bus lane. What data suggests that buses are held up heading east? This may alleviate CPOs and removal of trees. Keeping existing mature trees wherever possible is preferred. Keeping trees narrows the perceived width of the road, thus slowing drivers as well as provides other know environmental benefits. The full span of the cycle lanes are shown with delineation. I appreciate that this is show through junctions as well. I hope delineation of the full route will be realized.</p>	<p>Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 13 in this report</p>
NTA-C9-1359	<p>Consider building a parallel, replacement PED and cycling bridge. Widen the new bridge (5+m) and provide delineation to prevent PED and cyclist conflict. Making vehicular traffic along Rockboro Road from Old Black Road is a nice idea, but not sure how it will work in practice. Cycling I would normally head left on Old Blackrock Rd to get to town. It is more direct I think and it is downhill. I would consider this new route if it were done well, direct and safe. Junction of Old Blackrock Road should be a raised table type with PED and cyclist priority. A crossing is needed for those exiting Rockboro Rd as the footpath end on the southern side of the bridge heading west. This exit and entry onto Old Blackrock Rd from Rockboro Rd is a primary access route for PED and cyclist to get to/from the city from Boreenmanna Rd. Reduction of driver speed on these routes are key with hard engineering. I commend the shorten radii. You might need some other measures to prevent parking on the footpath here.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1359	<p>I would suggest that here is where the west bound bus lane starts. Or possibly only needed to get through the Wallace Ave / Victoria Rd junction with priority</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1359	<p>Are bus lanes required here?</p>	<p>Please see the NTA's response to Issue 9 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-1359	Turning lanes not required at either junction. This will reduce the crossing distance. Mature trees or other hard engineering required here (map 7) to prevent parking on the green space during matches and funerals Junctions should include cycling light priority Protected junctions for cycling straight on and turning should be provided. How does a cyclist turn across the junctions? Consider cycling and PED access to the park and also a route to Beaumont school at this junction Currently there is on-street parking for funerals and matches. This includes parking up on green spaces and parking in cycle lanes. I am not sure how this is prevent in the future without hard engineering or strict enforcement. Otherwise it is generally not a busy area and traffic flows smoothly. Cyclist heading east (map 8) should have a protected straight through only yield to cyclist coming from the Ballinlough Rd. Why no delineation for cyclist joining from Ballinlough Rd heading east like in Map 9	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-C9-1359	Junction should include cycling light priority Protected junctions for cycling straight on and turning should be provided. How does a cyclist headed east turn down the Well Rd? Cyclist heading east should not have to stop, only yield to cyclist coming from the Well Rd. I suggest that here is where the east bound bus lane should start. Until this point, it is unnecessary. Possibly the west bound bus lane is only needed here to get through the junction with priority.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1359	Junction should include cycling light priority Protected junctions for cycling straight on and turning should be provided. There is an existing cycle lane on Church Rd. A cyclist turning left onto Church Rd from Skehard should have a protected, priority turn. How do cyclist headed west turn down Church Rd or those headed east turn into supervalu? Likewise a protected cycle lane and turn should be added for those turning left onto Skehard from Church Rd. There is plenty of space.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1359	Cyclist should have a protected straight through this junction. Junction should include cycling light priority. The other turns should be protected. How does cyclist turn east turn into Bessboro Road?	Please see the NTA's response to Issue 12 in this report
NTA-C9-1359	Junctions should include cycling light priority Protected junctions for cycling straight on and turning should be provided Include cycling delineation turning across junctions	Please see the NTA's response to Issue 12 in this report
NTA-C9-1359	Cycle lane should have verge between cycle lane and bus lane. Driver speeds on this section are very high.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1359	I am in generally in favour of the STC concept. CMATS is about creating a liveable city and connected communities by giving everybody the opportunity to access sustainable public transport options, along with radically improved cycling and walking infrastructure. There are several key words in that statement and I think there are some changes/modifications required to the emerging routes scheme to realize that statement.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1359	I hope that before the next consultation period, studies be completed to gather and study traffic volumes, bus journeys, cycling and PED volumes, etc. on each emerging preferred route Have bus drivers on these routes been interviewed and surveyed for their feedback? There are areas within the emerging routes where continuous point-to-point bus lanes are currently unnecessary. Ideally the data validates the necessity or not.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1364	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1387	Objection to the removal of trees on the Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1388	Has an in-depth traffic survey been performed which outlines the need for each of the proposed bus corridors? If so, this needs to be published. Currently, as a resident of Boreenmanna Road, I do not observe the need for additional buses	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1390	Proposals to remove parking spaces along Boreenmanna road directly impacts my ability to visit family members there as there would be nowhere for me to park	Please see the NTA's response to Issue 5 in this report
NTA-C9-1391	Improve frequencies of buses and make more affordable bus fares,	Please see the NTA's response to Issue 10 in this report
NTA-C9-1391	Ballinlough road is too narrow to accommodate increased traffic volume	Please see the NTA's response to Issue 1 in this report
NTA-C9-1391	Objection to the removal of some of the fairy trail park on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1391	Objection to the removal of parking with no provision of alternative parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1391	You are going to de-value so many properties when you remove on- street parking.	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-C9-1391	Objection to the removal of trees on Boreenmanna road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1394	Access to & from our estate will become difficult, crossing multiple lanes.	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-C9-1394	The noise & air pollution are additional causes for concern.	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-C9-1394	Objection to the removal of parking on Boreenmanna Road. The new multi-story apartment complex on the Glenanaar site does not have adequate parking for the number of residents. Matchday parking occurs all along the Boreenmanna road for games in Pairc Ui Rinn or Pairc Ui Chaoimh.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1394	Objection to the removal of trees along the Boreenmanna road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1394	Access to schools in the area for your young children will become hazardous.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1396	The generation of air, noise and light pollution from the proposal should be 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-C9-1396	Objection to the removal of mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1396	Construction of a toucan crossing (highlighted on page 37) should be placed at the entrance to the Ballinlough Park, where we often see pedestrians / families with children crossing.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1396	Proposals may further increase speeds on the road which we and many residents continue to raise as a matter of enormous concern to our local city representatives.	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-C9-1406	This plan fails to recognize any of the amenities & organisations that would be devastated by this "plan". Cork con rugby club, pairc ui rinn, ballintemple nations school, o Connor funeral home and multiple crèches	Please see the NTA's response to Issue 5 in this report
NTA-C9-1406	Objection to the removal of trees on Boreenmanna road & Temple hill.	Please see the NTA's response to Issue 4 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 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1409	Concern that our residential park will be used as a parking area by the car owners that will not have parking allowed outside their houses. Currently Castlegreina Park is almost at peak parking saturation	Please see the NTA's response to Issue 5 in this report
NTA-C9-1411	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1419	Objection to the removal of school drop offs/ pick ups areas. Objection to removing parking for the funeral home and at Cork Con and Paric Ui Rinn.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1419	Concern over potential property devaluation	Please see the NTA's response to Issue 7 in this report
NTA-C9-1419	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1424	Concerned to see proposed land take at the western edge of Beaumont Quarry Wildlife Area, which the City Council are actively conserving in co-operation with Cork Nature Network	Please see the NTA's response to Issue 4 in this report
NTA-C9-1424	Objection to the removal of trees on Skehard Road and Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1428	The removal of parking of up to 200 cars on Ballinlough rd and Boreenmanna rd	Please see the NTA's response to Issue 5 in this report
NTA-C9-1428	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1429	Objection to proposals of running 6 lanes down the Boreenmanna road. All the traffic runs freely on this road up to the junction of the South Link road. It is there that the problems are and not the Boreenmanna road.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1429	Take heed of David Attenborough's fight to save the trees on our planet.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1434	There is absolutely no need to widen the road as there is no traffic congestion to speak of	Please see the NTA's response to Issue 9 in this report
NTA-C9-1434	Objection to the removal of parking. parking is necessary for attendees at matches and for funerals	Please see the NTA's response to Issue 5 in this report
NTA-C9-1434	Objection to the removal of over 100 trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1436	Objection to proposed bus lane by Cork Con	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1436	The bus lane addition will have a negative impact on O'Connor Funeral homes for people access and for Cork Constitution for the training for children, matches etc.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1437	It seems to me there are alternatives that re cheaper and less disruptive and certainly there must be alternatives that are greener.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1437	Objection to the removal of parking on streets such ass Boreenmanna Road. These streets have no provision for off street parking, Residents will be forced to park along Victoria Avenue or Wallaces Avenue for example which are already difficult to walk and cycle on.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1437	Proposing Compulsory Purchases of various gardens is a very drastic and expensive plan to achieve no or only a dubious benefit.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1437	Concerns over increased traffic speed if the Boreenmanna Road is widened	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1443	The road is already wide enough to accommodate a Single Bus and a Dual - direction Cycle lane. The road does not currently have any issues with congestion	Please see the NTA's response to Issue 9 in this report
NTA-C9-1443	Removal of parking spaces as proposed will result in the minor roads/streets/parks leading on to Boreenmanna road will end up being filled with the cars of the owners whose spaces are due to be removed in the proposed plan.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1443	Objection to the removal of over 200 mature trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1443	Objection to the removal of residents gardens	Please see the NTA's response to Issue 6 in this report
NTA-C9-1447	Lean With Lesley runs fitness classes 5 days a week from Cork Con and restricting car parking for customers will have a detrimental effect on the business.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1447	Objection to the proposed restrictions of parking on the public road outside Cork Con FC. On the evenings and on Saturdays, the parking facilities in the grounds of Cork Con are full and the overspill of parking on the main road is always in great demand.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1447	On the evenings and on Saturdays, you have the rugby teams, junior and senior training, bridge clubs and tag rugby all parking at Cork Con. It will be an absolute shame should this community is aversely affected by the plans	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-C9-1450	It seems like much of the benefit could be achieved with a one-way system requiring far less disruption and cost	Please see the NTA's response to Issue 12 in this report
NTA-C9-1450	It is already difficult to cross Boreenmanna Road as a pedestrian	Please see the NTA's response to Issue 1 in this report
NTA-C9-1450	This plan seems to have been conceived without consultantion with local authorities and residents	Please see the NTA's response to Issue 11 in this report
NTA-C9-1471	I object to the removal of on street parking in other areas on the corridor forcing them to park on this avenue.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1471	The trees. They must be retained. At the bottom of Rockboro Avenue on the island by the pedestrian crossing is a walnut tree which has a preservation order on it from the last time the road was widened as that tree stood in the garden of a Victorian house which was knocked to allow the current road to be built. A green agenda must have a green result i fear this development will not.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1484	my immediate concern regarding this proposed development is the impact on the natural environment, and consequential impact on residents, of the denudation of trees and many hedge-rows from the Boreenmanna Road landscape.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1489	I object to the removal of 50+ trees along the Boreenmanna Road. As this will have a negative impact on the environment, air quality and character of the area. There is not a lot of traffic on the Boreenmanna Road, there is no need to remove these trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1506	Schools being affected by loss of drop off areas.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1506	More air pollution and noise 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-C9-1506	Loss of parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1506	Not at the cost of removal of mature trees and hedge rows.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1506	Acquistion of land from private properties and the community park	Please see the NTA's response to Issue 6 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1508	Congestion of traffic that already exists on the Boreenmanna road/South link junction that will appear to just become worse with the diversion of traffic from other Bus corridors being introduced on the Douglas road, pushing traffic through residential areas, and creating a bottle neck.	Please see the NTA's response to Issue 2 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1508	Noise 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-C9-1508	Loss of vast amounts of street parking, affecting clubs, sports facilities, schools, creches, houses etc. with no alternatives being given.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1508	The Boreenmanna Road being turned into a "super highway" with 2 footpaths, 2 cycle lanes, two bus lanes and 2 traffic lanes. Unnecessary and overkill to our community and surrounding areas.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1508	Objection to the removal of green space from our community which is used and much loved.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1508	The unnecessary removals of trees along the Boreenmanna road and the Environmental impact of this.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1508	The acquisition of land from properties along the road, including land from the community park (The Fairy Park).	Please see the NTA's response to Issue 6 in this report
NTA-C9-1508	I would like to see the NTA provide a more comprehensive consultation with the people of Cork to really listen to what is needed and not just remove trees, acquire land and destroy our communities. I ask that alternatives be spoken about and the people that are being affected are listened to and the correct consultation take place. The correct surveys completed, and the process be revised. A more environmentally friendly development.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1508	Cars being forced through residential areas and the safety of our children.	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-C9-1508	Schools (Crab Lane, Ashton, St. Anthonys, Our Lady of Lourdes) being affected by losing drop off and collection areas, unrealistic to believe that any school, can survive without safe areas for drop off and collection.	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 3 in this report
NTA-C9-1519	The 202 via Blackrock, the 215a via Boreenmanna Road, and the 215 via Ballinlough road. The existing service via Boreenmanna Road runs sufficiently well in terms of Traffic flow aside from the junction from Boreenmanna road onto the south link. This is only an issue at peak times around school hours and if rectified will solve any issue existing with the 215a route.	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-C9-1519	It is entirely unnecessary to cause such an impact on the locale by decimating such mature trees and obliterating such an aesthetically beautiful neighbourhood and community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1519	After the last number of years being locked in our houses peoples mental health and well being were stretched to breaking point and it is only by being able to stay in touch with such natural beauty that people have been able to cope. Destroying so many trees in this community would quite frankly be criminal given their impact on peoples well being.	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	Submission Statement	CE response and recommendation
NTA-C9-1519	Address the issue at the junction on the south link and increase buses on existing routes (if you can find the drivers) to rectify the situation.	Please see the NTA's response to Issue 10 in this report This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
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 1 in this report 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
NTA-C9-1526	Impacting local hospitality businesses in a negative way. After 2 years of these businesses struggling to continue to stay afloat, this will put an additional burden on these business owners.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1526	Local pollution and noise pollution during the construction will be unbearable.	Please see the NTA's response to Issue 8 in this report
NTA-C9-1526	Parking for people who wish to attend sports events will be non-existent.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1526	Property will also reduce in value on the back of this unnecessary construction.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1526	I want to object to this proposal on the basis of the destruction of so many trees unnecessarily. Trees that not only give home to birds but also improve the aesthetic of the area, making it an inviting place for families to go for walks.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1526	The safety of children living in the area with so many additional lanes are at risk as is the safety of animals.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1531	This road is already wide enough and does not experience much traffic, the main issue being down towards the south link road.	Please see the NTA's response to Issue 9 in this report This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1531	The proposed changes would also mean the removal of much needed parking spaces.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1531	I strongly object to the proposed changes for Boreenamana Road, which would involve the felling of a large number of mature trees. This is a road I walk on a daily basis and a route I choose over others due to the beauty of the trees lining it. The colours of the trees in the autumn is lovely to see and really boosts the visual amenity of the area. Trees contribute to carbon sequestration, help filter pollutants from the air and increase biodiversity in the area to name a few.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1531	I do not believe that these proposed changes will be of much benefit and will do more harm than good.	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-C9-1538	To destroy so many beautiful trees is completely wrong.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1538	There are many schools including a special needs school that at present utilise the wider footpaths and if this proposed plan goes ahead will be in more danger with the traffic on the road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1541	I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary.	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-C9-1541	Access issues for schools and hospitals.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1541	This effects my property .Noise pollution: buses 24/7.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1541	Air pollution due to construction process, extra buses, loss of mature trees and the effect that will have on my health and wellbeing	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-C9-1541	Air pollution due to construction process and extra buses.	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-C9-1541	One bus lane and one dual cycling lane would be sufficient on this route.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1544	I really can't envisage how this community will continue to function with such heavy traffic volumes on our doorstep & you will effectively be creating a scenario similar to the lower Glanmire road which now has huge traffic volumes and is effectively unliveable. Is this how people who chose to live centrally are being rewarded, whilst traffic corridors are favouring those that live in the more distant suburbs? We should surely be encouraging people to live closer to the city centre - as we chose to do many years ago.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1547	Removing the parking for this area is telling these hardworking locals that we do not respect them nor their profession. This will mark the end of some amazing businesses in the area and will put undue burden on the families.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1547	I have to ask myself has the planner ever walked these roads, have they ever parked up to attend a sporting event. This part of the city is full of families and joyous memories. To remove these opportunities for families to gather is devastating.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1547	I also note the amount of trees to be destroyed is unforgivable. There are better alternatives without impacting so much of our beautiful nature in the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1547	I can't help but voice my concerns over the lack of notice and the thoughtless approach that has been put forward.	Please see the NTA's response to Issue 11 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1547	<p>I have recently seen a child almost knocked over after running from a park in the locality which used be enclosed but the council decided to permanently make one of the gates open.</p> <p>This was upsetting as a bystander and I can't imagine what went through the parents, drivers and child's mind at the time. This will become a frequent occurrence with so many lanes proposed.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1549	The proposal to knock trees on the boreenmanna road is a significant environmental issue.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1549	We bought our house iff the boreenmanna road partly because of the lovely trees and wide safe footpaths. The trees promote a sense of calm and country living.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1552	<p>However as a local business owner that is potentially impacted by the plans I do have serious concerns with the lack of clarity and detail outlined in the proposals issued for public consultation.</p> <p>The NTA clarify what is meant by 'Proposed New Boundary – Possible Land Acquisition' directly in front of Skehard pharmacy on Skehard Road. This is ambiguous. If works are proposed in this area, they must be published for public consultation.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1552	It is essential therefore that the NTA give due consideration to this existing established pharmacy use when finalising plans for this area. Our primary concern is the safety and wellbeing of our customers. Safe and easy access to the pharmacy must be maintained at all times during construction and once the works are complete.	<p>Please see the NTA's response to Issue 3 in this report</p> <p>Please see the NTA's response to Issue 8 in this report</p> <p>Please see the NTA's response to Issue 2 in this report</p>
NTA-C9-1558	I would like to raise a big concern regarding parking around cork con rugby club. It is massive part of the local community and 100's of people park outside the club on the road. A bus lane would be detrimental to the club. There is rarely any traffic in the area so I see no need for there to be a bus lane.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1558	The cutting down of any trees on the Boreenmana road is truly unacceptable. I will be doing my best to stop this happening, They are beautiful trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1563	This proposal will not change any traffic bottlenecks as these occur further downstream.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1563	<p>I am writing to you today to heavily object to the removal of on street parking on the Boreenmanna road. I have purchased a house on on the basis that I would have parking for my car in the front.</p> <p>The recent plans to provide 2 cycle lanes & two bus lanes stand to ruin what is the front of my house & I will have nowhere to park my car.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1570	<p>Many residents have an essential need for on-street parking, and to propose a bus flow on this narrow stretch of road in the opposite direction to current traffic flow would have disastrous and dangerous consequences.</p> <p>Although it is not stated in the proposal that on-street car parking would be removed, there is simply no other way Ballinlough Road would accommodate a bus.</p>	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1583	<p>The area in the evening is frequented by many Bats flying around and among the local trees, I believe the project will disrupt the habitat of these bats. I have also seen foxes coming into our park which must be using the Boreenmanna road.</p> <p>The massive amounts of concrete needed for new foot paths and drains will be also detrimental to the climate, on this misguided project. As well of the tons of emissions and pollution the construction vehicles will give off.</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-C9-1583	<p>Apartments locally now and in the future seem to be being built without vehicle parking provision, on the premise that work will be gotten locally in the city for the rest of the resident's lives. This I believe to be false and one or both partners in co habiting dwelling will go through many changes in their careers in a lifetime.</p> <p>Removal of mostly all on street parking in this area is going to affect all local workers in local Schools, Shops, Simon, and those using it to walk into city businesses.</p> <p>The removal of car Parking spaces along the south side of Boreenmanna Road will leave absolutely nowhere to park, all other spaces that may have been available lower down the road have also been removed under this plan.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-1588	<p>I suggest that the two legislative pillars that are required to be satisfied to facilitate the NTA proposals for BusConnects Cork have not been considered in any meaningful way. I suggest that the Plan in its' entirety now needs to be revisited in an effort to complete the due processes required, that hopefully will reveal a reasonable accommodation for all.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1588	<p>I am very concerned that the Plan will jeopardise the future of human beings, flora and fauna; soil, water, air, climate; the landscape; material assets and the cultural heritage; and the interaction between all these factors, without these effects having been given the respect and consideration they are due.</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-C9-1599	<p>The service along the Ballinlough Road is current proposed t be reduced to an hourly service. The proposal is based on existing users along the Ballinlough Road moving to either the Douglas Road or Boreenmana Road to catch a more frequent service. This is base on geographic distance for estates to the newer bus stops.</p> <p>My observation is that this methodology does not consider:</p> <ul style="list-style-type: none"> (a) the topology of the area, in which the distance to newer bus stops on new routes are either up or down steep hills (b) the physical geography, in which most estates open onto the Ballinlough Road and thereby resulting in increased distances (c) the demographic profile of the area, which has a higher proportion of elderly residents that rely on the bus services 	<p>Please see the NTA's response to Issue 10 in this report</p>
NTA-C9-1599	<p>The works requires to facilitate this proposed change include the removal of part of the Ballinlough Community Park and the removal of 191 trees with no replanting proposed along this portion of the route and removal of on street parking.</p>	<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>
NTA-C9-1599	<p>Research has shown that roadside vegetation including trees have a positive impact on air quality, stress levels of drivers, lead to reduced speeds and accident rates.</p> <p>See University of Washington Green Cities Good Health and approaches to urban street design in the Netherlands regarding the impact of tree lines routes on speed reduction.</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-C9-1599	<p>Removal of on street parking will result in the existing vehicles relocating to adjacent residential areas and adversely impacting traffic in those areas.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-1599	<p>Ballinlough Community Park and trees in this area add considerably enhance the visual amenity and add to the enjoyment of this area by the local community and commuters along this route.</p> <p>Whilst the proposal is considering the best transport options, it does not appear to consider the environmental impact on the residents who live there. One inference from the proposal is that it seeks to prioritise the commuting though the space to the detriment of retaining the public realm or promoting living in this community so close to the city.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1599	<p>Has consideration been given to retain the existing trees and moving cycle lanes inside the trees lines or whether a dedicated bus lane is required in all areas?</p> <p>It would appear that there is scope to redesign this part of the sustainable transport corridor to retain the mature trees.</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>
NTA-C9-1602	<p>There has been no consideration given to the impact on egress performance of crowds attending these venues eg. Cork Constitution Rugby club, Pairc Ui Rinn grounds</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-C9-1602	<p>Some residents have disabilities and mobility issues. Would you deny them the right to access their homes due to loss of parking</p> <p>What considerations have been applied for children who have special needs, and how can they safely reach school?</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> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-1602	<p>Consider a two-way, single-sided bicycle lane on the side of the Boreenmanna Road which diverts cyclists onto the Old Blackrock Road</p> <p>Consider investigating a shared bike path with a footpath.</p> <p>Examine the benefit of establishing one-way traffic systems by taking a collective approach of encompassing the four main parallel roads into the city centre, i.e. Blackrock Road, Boreenmanna Road, Ballinlough Road and Douglas Road.</p> <p>there is a need to continue the already well developed Mahon greenway into the city centre to enable cycling safely, thereby aiding in improving people's health, well-being and facilitating a true net zero carbon environment</p> <p>further developing the 54kms in cycling and walking infrastructure will help to meet the increase in demand for safer and healthier travel within the city</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1602	<p>Given there is a change in bus route e.g. Ballinlough road to city centre, changes to Boreenmanna road to city centre. Are residents from the Ballinlough Road expected to walk up and down the hills with their shopping in the rain?</p>	Please see the NTA's response to Issue 10 in this report
NTA-C9-1602	<p>Many local businesses serving the area and acting as an integral part of the community are adversely impacted by the current proposal.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1602	<p>The one certain outcome is that buses would reach the bottleneck at the same time as it does currently i.e. the section of Boreenmanna road joining the South Link road section as mentioned earlier</p>	<p>This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-1602	<p>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 of the City and suburbs.</p> <p>Bus Connects, as currently proposed could be seen as counter intuitive to these objectives.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1602	<p>The proposal will impact the environment for everyone concerned and every resident along the Boreenmanna Road is concerned about this and they firmly disapprove of the proposal in its current form.</p> <p>The trees and gardens act as a natural barrier to traffic noise and air pollution and are to be replaced with walls in many cases which will block out natural sunlight</p> <p>This proposal will have a severe negative impact on the wildlife and birds that nest in the area</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-C9-1602	<p>The vast majority of residents have lived in Boreenmanna Road for over 30 years and the suggested widening of the road is both alarming and concerning and causes them a significant increase in anxiety</p> <p>This proposal will have a severe negative impact on residents' health. During the recent lockdown we found the gardens and trees to be essential to our mental health and wellbeing.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1602	<p>The impact of removal on street parking cannot be underestimated. Some residents have only this option.</p> <p>What considerations are afforded to people who lose their off street parking?</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1602	<p>There are large apartment complexes on the Boreenmanna road which are both adversely impacted. In particular the Willows block of apartments would lose circa 6m of green space, as well as recycling and refuse space</p> <p>Proposals contained within Bus Connects to widen Boreenmanna road up to 19.6m is counter intuitive to the principles of modern road design.</p> <p>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</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-C9-1602	<p>We are alarmed at the vast number of trees (circa ~200 trees/hedgerows) that will be cut down</p> <p>The social, health and environmental benefits that trees, green spaces and gardens offer us will be entirely lost.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1602	<p>The lack of crossing points at key locations along the road concerns us e.g. children crossing the road for schools, e.g. new proposed Crab Lane School, Beaumont school. .</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1602	<p>This plan in our view destroys in the order of 70-80 homes by seizing gardens</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1602	<p>We the residents of Boreenmanna road want to see is;</p> <ol style="list-style-type: none"> 1. Detailed engagement of any redesign proposed and how it impacts Boreenmanna road, surrounding area. 2. The engagement needs to be proactive and well communicated in advance by the NTA and its partners. 3. Adequate and reasonable time for residents to provide feedback on subsequent designs. 4. Every single household in the Boreenmanna road and surrounds is to be notified in writing with clear contact details of NTA Cork office responsible individual. 5. Provide evidence based data clearly demonstrating how the design is arrived at, illustrate alternatives and why they are not conducive to achieving the same goal(s). 	Please see the NTA's response to Issue 11 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1602	The increase in noise and vibration due to the increase in traffic volume can cause structural issues to homes over time along the Boreenmanna Road. It should be borne in mind that parts of Boreenmanna Road sit on rock, which proved problematic when the Cork Main Drainage System was being carried out.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1602	The widening of the road can bring increased speed and lead to potential safety concerns for these children crossing the road	Please see the NTA's response to Issue 1 in this report
NTA-C9-1602	No data exists to verify this statement provided by the NTA. There has been no assessment carried out on noise and vibration impact to close proximity dwellings along the Boreenmanna Road There has been no cost benefit analysis provided for this design Where is the environmental assessment carried out to outline the contribution that the destruction of the mature trees will make to worsening the air quality of the area	Please see the NTA's response to Issue 1 in this report
NTA-C9-1605	in addition to a compulsory purchase order on part of the Ballinlough park	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-C9-1605	the proposed expansion of routes on Boreenmanna road is uprooting over 70 trees along this road and destroying what is a lovely public space.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1608	causing great stress with access and egress issues entering and exiting his home on Boreenmanna 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-C9-1608	This proposal will take from the beautiful look of this stunning Boreenmanna road which takes on a life of its own throughout every season.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1608	it will also increase noise pollution, air pollution, light pollution along the Boreenmanna road	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-C9-1608	With this proposal it has the potential to strip him of his important community connection leading to loneliness from physical separation from neighbours across the road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1608	This proposal will not only impact his personal property on Boreenmanna Road and devalue it	Please see the NTA's response to Issue 7 in this report
NTA-C9-1608	Cutting down beautiful trees which were there before any of us were even born, and will certainly outlive any of us is not the answer here.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1618	Proposals will leave many businesses and sports facilities without parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1618	The plans are not part of a long-term transport plan for the city which includes the development of a light rail system. They were not made with any of the current council upgrade projects for roads and junctions in mind.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1618	The proposals will Remove on-street parking that is crucial to the way of life of thousands of residents	Please see the NTA's response to Issue 5 in this report
NTA-C9-1618	The loss of the front section of Ballinlough Community Park is an assault on a muchloved neighbourhood amenity. Beautiful stone walls as well as many more mature trees will be destroyed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1618	There is also a significant impact on property value through the loss of parking.	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-C9-1618	Proposals will Kill hundreds of mature tree	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1618	The plan removes basically all nature from the stretch of the route – hundreds of mature trees that contribute clean air, homes for wildlife, and beautiful natural surroundings. The number of trees proposed to be planted in place of the hundreds of mature trees being knocked is miniscule.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1618	The only element of the plan which will affect residents in a positive way is the addition of several toucan crossings along the road.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1618	– homes across the street will have their already small gardens destroyed by concrete, with buses travelling outside their front windows in place of the private green areas they once enjoyed.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1618	Proposals will create an extremely dangerous environment for children being dropped to and collected from the multiple schools on the route	Please see the NTA's response to Issue 1 in this report
NTA-C9-1624	The cutting down of dozens of mature trees along this route is nonsensical, to be replaced by cycle lanes and wider lanes for traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1630	I do not have a driveway so on-street parking on Boreenmanna Road is critical. People travel into the area to attend matches at Páirc Uí Rinn and Cork Constitution RC and to attend funerals at O'Connor's Funeral Home. Most of these travellers do not come from Cork City. They must travel by car so on-street parking on Boreenmanna Road is critical.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1630	the destruction of a section of Ballinlough Community Park. This is a beautiful park where local residents have access to a nice walk, green area and a child-friendly fairy walk. Reducing this park to create a busy main road is totally unacceptable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1630	This will cause the devaluing of multiple houses in the area.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1630	Widening Boreenmanna Road to create bus lanes that will not improve bus journey times requires the removal of hundreds of trees on both sides of Boreenmanna Road. These trees are one of the key features of the road. They are one of the elements that make it a nice place to live. Removing them reduces the quality of life in this area. The trees currently block a lot of noise and create privacy for people's gardens. Removing enormous numbers of mature trees is not a good environmental approach.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1630	I welcome the introduction of a toucan crossing at Yorkborough.	Please see the NTA's response to Issue 13 in this report
NTA-C9-1630	Widening Boreenmanna Road to create bus lanes that will not improve bus journey times requires the compulsory purchase of portions of gardens of approximately 70 houses on both sides of Boreenmanna Road. This will cause enormous destruction of property, ongoing disruption for residents and the devaluing of multiple houses in the area.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1649	removal of 5 trees at the junction with Boreenmanna Road and 1 by Anglesea Terrace. Please ensure that no more than these are removed.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1649	Separately, please consider reducing the speed limit on the South City Link Road. 100km/h is too fast for an urban area as it creates significant noise pollution at all hours of the day and night.	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-C9-1650	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-C9-1657	The loss of on-street parking, especially on the Boreenmanna Road, 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 loss of a large number of mature trees on the Boreenmanna 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

Reference	Submission Statement	CE response and recommendation
NTA-C9-1678	difficulty with access to our home if plans go ahead.	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-C9-1678	Noise pollution from increase in frequency of buses.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1678	Loss of parking spaces. At the moment residents park on the Boreenmanna Road with a resident's parking permit. Even so, parking is very difficult. This proposal would mean that we lose our parking spaces with no alternative in place.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1678	Devaluation of our property	Please see the NTA's response to Issue 7 in this report
NTA-C9-1678	Light pollution - from removal of mature trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1678	Our house is one of the potential CPOs. We will strongly oppose any effort to acquire part of our property with whatever legal means is available to us.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1678	Maps out of date. New developments not incorporated.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1678	No traffic survey seems to have been carried out in advance.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1679	some consideration should be given to maintaining handicapped parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1679	Consideration should be given to developing an integrated traffic management plan for the entire south city area to facilitate local residential access, public transport journeys, improved cycling and walking, and diversion of general commuter traffic away from these areas with some form of restricted access and/or progressive congestion charging.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1679	The unnecessary removal of such a vast number of mature trees, and the inadequate replacement of the proposed removed trees is not acceptable in the current environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1679	Dedicated school transport planning is necessary to facilitate school access in the region. It is impractical and not feasible to expect parents bringing children to training to have no available drop off or parking zone- for some parents they may have multiple sport drops in different locations	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-C9-1679	some parking or else consideration given to a park and ride facility for the region.	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1681	The biggest concern is the downgrading of the 215 routes by 2 steps	Please see the NTA's response to Issue 10 in this report
NTA-C9-1681	The draft plan for Borrenamanna road also sees a reduction of the adjoining "Farey" park which will remove some of our already limited green recreation areas which proved so valuable in the Covid period.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1681	In Ballinlough there is a good community spirit and the establishment of a community garden by the swimming pool is a good example of people working together for the betterment of their community. With the proposed 2 routes adjacent to our community, I feel that building 2 very large roads adjacent to our community could have a really detrimental impact from a social perspective with less people mixing in the communal areas of parks and playgrounds as they have to traverse really busy routes	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

Reference	Submission Statement	CE response and recommendation
NTA-C9-1694	Knocking down these trees on an already very wide road, taking away habitats, will all contribute to reduced air quality	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-C9-1694	The parks in the areas will be affected, parking near the sports facilities hasn't been considered.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1694	I am opposed to the changes on the Boreenmanna road because of the loss of mature trees that are in the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1694	Knocking down these trees on an already very wide road will make the roads more dangerous.	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-C9-1695	Knocking down these trees on an already very wide road, taking away habitats, will all contribute to reduced air quality	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-C9-1695	The parks in the areas will be affected, parking near the sports facilities hasn't been considered.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1695	I am opposed to the changes on the Boreenmanna road because of the loss of mature trees that are in the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1695	Knocking down these trees on an already very wide road will make the roads more dangerous.	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-C9-1697	We are concerned that the proposal will now require us, upon egress of our homes to travel north, will require us to anticipate, after the current pedestrian footpath, a cycle lane, bus lane and two car lanes before making a vehicle maneuver.	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-C9-1697	A Bus stop is erroneously outlined in your map at page 38 as an existing Bus stop of the proposal. The location of the current Bus stop is a further distance beyond the petrol station garage on the left hand side of the road.	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-C9-1697	We do not agree with the proposed construction of a toucan crossing at page 38 immediately adjacent to the driveway of property no.1 Woodbury. It would be of better benefit to have such a crossing to coincide with the current Bus stop location on the road or by the green park area.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1697	We do not agree with the further enlargement of the road to facilitate this proposal resulting in the loss of car parking spaces for friends, family, essential services to our homes and those attending matches and funerals in the vicinity.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1697	We are concerned that the proposal will not facilitate any move to a larger use of Bus services or other means of alternative transport to car ownership and will only further increase speeds on the road which we and many residents continue to raise as a matter of enormous concern to our local city representatives.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1707	Objection due to noise and air pollution	Please see the NTA's response to Issue 1 in this report
NTA-C9-1707	Objection to loss of on street parking for residents	Please see the NTA's response to Issue 5 in this report
NTA-C9-1707	Objection to loss of beautiful mature trees along the Boreenmanna Road	Please see the NTA's response to Issue 4 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 2 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-1712	Objection to The unnecessary addition of bus lanes to the Boreenmanna Road	Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
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 1 in this report Please see the NTA's response to Issue 4 in this report
NTA-C9-1712	Objection to The removal of trees on Boreenmanna Road	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 Please see the NTA's response to Issue 9 in this report
NTA-C9-1717	Removal of parking on Boreenmanna Road will directly impact the everyday lives of residents, most especially those with mobility issues	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-C9-1717	There will still be a bottleneck at the end of Boreenmanna Road which no amount of CPOs/new trees/cycle lanes etc will alleviate. Traffic being diverted through residential areas and the disturbance that this will create, both in terms of noise and parking.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1717	The removal of parking from residents on the Boreenmanna Road, parking will shift to roads leading to Boreenmanna Road. This will directly impact the everyday lives of residents, most especially those with mobility issues, small children, those that have carers calling and the like.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1717	CPO on green areas such as the Ballinlough Community Park, a park that is much frequented and loved by locals.	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-C9-1717	The felling of mature trees along the Boreenmanna Road without sufficient replacement plans. (Indeed these trees lend a boulevard like sense to the road and encourage walking and running along the road).	Please see the NTA's response to Issue 4 in this report
NTA-C9-1717	Insufficient planning around school areas and therefore safety of children not fully considered	Please see the NTA's response to Issue 1 in this report
NTA-C9-1727	A Bus stop is erroneously outlined in your map at page 38 as an existing Bus stop of the proposal. The location of the current Bus stop is a further distance beyond the petrol station garage on the left hand side of the road.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1727	It is our view that the proposal goes too far in its aspirations for the whole of Boreenmanna road where the key problem to the traffic situation is only caused at the end of the road joining the south link at peak hours. We respectfully suggest that better focus on this area to resolve the traffic situation would be of value to the greater Cork community.	Please see the NTA's response to Issue 9 in this report This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1727	We do not agree with the further enlargement of the road to facilitate this proposal resulting in the loss of car parking spaces for friends, family, essential services to our homes and those attending matches and funerals in the vicinity.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1727	We do not agree with the large proposed change to the visual landscape and character of the road including extensive and widespread removal of mature trees as part of the proposal	Please see the NTA's response to Issue 4 in this report
NTA-C9-1727	It is of concern, in a time of national crisis, that the exchequer has funds to allow alot of expenses for this project and data in relation to the spend of the project for fees to 3rd parties must be made available to the public	Please see the NTA's response to Issue 9 in this report
NTA-C9-1727	We do not agree with the proposed construction of a toucan crossing at page 38 immediately adjacent to the driveway of property no.1 Woodbury. It would be of better benefit to have such a crossing to coincide with the current Bus stop location on the road or by the green park area.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1727	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.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1727	We are concerned that the proposal will not facilitate any move to a larger use of Bus services or other means of alternative transport to car ownership and will only further increase speeds on the road which we and many residents continue to raise as a matter of enormous concern to our local city representatives. We would be very concerned for students attending the planned new school of Ballintemple NS on the Boreenmanna road and the serious need to engage with the government departments to ensure safe crossing points there to parks and local shop garage.	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 12 in this report
NTA-C9-1731	I am shocked at the proposal to convert Boreenmanna Road to a characterless highway completely alien to the area and indeed to our City.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1731	Boreenmanna 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 1 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
NTA-C9-1731	Boreenmanna 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	Boreenmanna 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

Reference	Submission Statement	CE response and recommendation
NTA-C9-1738	I am worried about where all the cars parked on Ballinlough Road will park if there is no parking on Ballinlough Road. I think there will be alot more cars parking in Carrigeen Park and alot more traffic driving through the park.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1738	I am not in favour of cutting the trees on Boreenmanna Road or the widening of the Road,	Please see the NTA's response to Issue 4 in this report
NTA-C9-1740	Specific concerns would be The widening of the Boreenmanna Road. This road is already very wide and the removal of trees here seems excessive	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-C9-1740	No bus on the Blackrock Road. There are two schools on either end of the Blackrock Road (Ursulines and Ashton) and even as things stand there is no direct bus service for children attending these schools. The removal of the route entirely obviously makes this situation worse	Please see the NTA's response to Issue 10 in this report
NTA-C9-1740	BusConnects should point a way forward that delivers excellent public transport for the century ahead while at the same time protecting the unique qualities of our urban heritage	Please see the NTA's response to Issue 4 in this report
NTA-C9-1740	The current plans are seeking to create large transport arteries and separated urban realms where it might be more appropriate in a climate emergency to create integrated spaces where suburban areas can become simply nice places to live	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 9 in this report
NTA-C9-1740	BusConnects should point a way forward developing living spaces that enhance quality of life and human wellbeing.	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-C9-1740	Generally, the removal of so many trees along the route seems excessive and sends entirely the wrong signal in terms of the importance of biodiversity in a climate emergency The removal of trees is also concerning as our summers could potentially become hotter and it is commonly accepted that trees help to reduce temperatures at street level and can provide essential shade for people and help keep temperatures down on the road surface, avoiding blistering and melting of tar etc.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1747	If the route 1 line goes ahead as planned and follows the Boreenmanna Rd then I see little need for further disruption for a bus corridor.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1747	I am quite pleased with the current 202/202A and also 215A bus routes. For this reason, I am not sure that this amount of disruption to the Boreenmann Rd is required.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1747	I have read many comments here from residents whose gardens will be affected and also quite a number of trees are to be removed on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1748	This proposal will cause great anxiety with access and egress issues entering and exiting his home on Boreenmanna 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-C9-1748	Any buses I have used are rarely full and meet current needs. A single bus lane could be accommodated without losing most of the trees in the area.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1748	In addition bicycle lanes could be shared with parallel roads.	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1748	From my experience there is little or no traffic congestion on Boreenmanna Road. Any traffic congestion is at the city end in the mornings where the road joins the South Link Road.	Please see the NTA's response to Issue 9 in this report This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1748	This proposal will increase noise pollution, air pollution, light pollution along the road	Please see the NTA's response to Issue 1 in this report
NTA-C9-1748	The stress and anxiety caused to my father has been immense. He is worried sick in relation to the proposals to his own personal property.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1748	Potential CPO on Boreenmanna Road will mean a disruptive construction process, noise pollution, air pollution, effects on drainage and possible subsidence issues.	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-C9-1748	The proposed bus and cycle lanes will have a major impact on parking in the area. I visit my father most days to deliver meals, cut grass, change sheets, clean his home and look after his general well-being	Please see the NTA's response to Issue 5 in this report
NTA-C9-1748	With this proposal it has the potential to strip him of his important community connection leading to loneliness from physical separation from neighbours across the road. He also uses Ballinlough Park which is also likely to be impacted by CPO.	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-C9-1748	extremely worried about the devaluation of his home	Please see the NTA's response to Issue 7 in this report
NTA-C9-1748	I understand that most of the trees on the Boreenmanna Road will be destroyed. The environmental loss of mature trees in a residential area like this is nothing short of a scandal. Replacement trees will not replace like with like	Please see the NTA's response to Issue 4 in this report
NTA-C9-1748	It is proposed that a large portion of his garden on Boreenmanna Road will be taken by CPO and in addition to . In addition to the loss of outdoor garden space he will lose a number of trees, hedges, flower beds, car parking spaces etc.	Please see the NTA's response to Issue 6 in this report
NTA-C9-1748	The stress caused by the announcement of the proposed changes and the manner of the announcement has caused significant upset. A letter was sent in the summer notifying my father that his property was likely to be impacted by a Compulsory Purchase Order. In addition there has been a very tight deadline on submissions. The website is not easy to use especially for the elderly and the submission process is difficult to find and not straightforward.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1748	he is also extremely worried about the potential impact to the structure of his property on Boreenmanna Road as his property is nearly 100 years old	Please see the NTA's response to Issue 7 in this report
NTA-C9-1756	This road has never been subjected to traffic congestion and I don't see why the buses cannot use the existing car lanes but just give buses priority over other vehicles. Or at the very least just have one bus lane.	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-C9-1756	The additional cycle lanes would be welcome on Boreenmanna Road	Please see the NTA's response to Issue 13 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1756	For Route J, it is deeply worrying that the design entails widening of Boreenmanna Road, which is already one of the widest roads in the city	Please see the NTA's response to Issue 9 in this report
NTA-C9-1756	Surely a less intrusive design could be prepared which doesn't include for the removal of 190 approx mature trees. The removal of these trees doesn't shout sustainability to me and looks more like the removal of existing habitats to make way for even more artificial road surfaces	Please see the NTA's response to Issue 4 in this report
NTA-C9-1760	Alternative proposal to widening Boreenmanna Road is to create a merging lane heading south bound on the link to let cars merge without the dependance on lights for left turning. This will move the flow of traffic and reduce any potential back ups that you sometimes get due to volume	Please see the NTA's response to Issue 12 in this report
NTA-C9-1760	I am extremely concerned about the proposed expansion of bus lanes and cycle lanes on Boreenmanna Road The road is free flowing with plenty of room for cars, buses, bikes and pedestrians to move seamlessly.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1760	On top of all pf this the ecological damage caused by removing large sections of gardens and public parks.	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 6 in this report
NTA-C9-1760	On top of all pf this the ecological damage caused by removing trees	Please see the NTA's response to Issue 4 in this report
NTA-C9-1760	these proposed changes make Boreenmanna Road a much more dangerous place for pedestrians and road users - it removes drop off parking for Crablane school, it impacts the land proposed for the new school on Boreenmanna Road, it impacts parking for parents who take their children to Rugby in Cork Constitution, Football and Hurling in Pairc Ui Rinn and Hockey and Soccer in Ashton school	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1760	There has obviously been no due diligence from the NTA on this matter - as any basic traffic modeling will show traffic moves seamlessly at all times of the day	Please see the NTA's response to Issue 1 in this report
NTA-C9-1770	It could be alleviated if these bus lanes were time limited, enforced during key times, but in the evenings and on weekends car parking were to be permitted in the lanes.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-1770	The route for STC J makes no consideration for the legitimate parking needs generated by both Cork Constitution Rugby Club for the normal training and underage rugby needs, or for the Jerh O'Connor Funeral Home	Please see the NTA's response to Issue 5 in this report
NTA-C9-1770	I would also be concerned about the wholesale removal of trees along Boreenmanna Road, although this could be addressed with a higher amount of re-planting in the new layout.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1801	The removal of parking on Churchyard Lane gives great concern as to the safety and accessibility to the local amenities of Cork Constitution, Pairc Ui Rinn, Pairc Ui Chaoimh as well as the funeral home	Please see the NTA's response to Issue 5 in this report
NTA-C9-1801	A large number of children train here on Saturday morning and parents need to be able to safely drop off to ensure safety of all as well as for the viability of the club.	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 3 in this report
NTA-C9-1805	We strongly object to the proposed plans for Boreenmanna 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 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1824	Signalised junction at Churchyard Lane and Boreenmanna Road is a positive aspect of proposals, as this is currently very difficult to cross	Please see the NTA's response to Issue 13 in this report
NTA-C9-1824	Removing on-street parking on Churchyard Lane to prioritise movement of buses, pedestrians, and cyclists is a huge plus. However, I have concerns that parking would be pushed even further into adjacent neighbourhoods when matches take place in Cork Constitution FC. I worry about the knock on effects of this for local neighbourhoods.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1824	I am deeply concerned by the removal of so many mature trees on Boreenmanna Road. The trees on this road add value to neighbourhoods and passers-through alike, and their removal (with no mention of replacement) would have an environmental impact to be su	Please see the NTA's response to Issue 4 in this report
NTA-C9-1824	Improved footpaths along Boreenmanna Road would be a huge benefit, as these are not walkable at the moment	Please see the NTA's response to Issue 13 in this report
NTA-C9-1824	Dedicated cycle and bus lanes throughout is a positive aspect of proposals	Please see the NTA's response to Issue 13 in this report
NTA-C9-1833	I am very concerned about the safety of children who will be trying excess schools in Ballinlough and surrounding areas. I feel there has been very little thought as to how parents can safely drop and collect and continue to respect the community.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1835	Access and egress to and from our home on Boreenmanna Road during the construction process and post construction process	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 8 in this report
NTA-C9-1835	Effects on the local environment and heritage	Please see the NTA's response to Issue 4 in this report
NTA-C9-1835	Negative effects on carbon footprint and CO2 emissions and Noise pollution	Please see the NTA's response to Issue 4 in this report
NTA-C9-1835	Effects on parking outside our home and for our neighbours and friends on Boreenmanna Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-1836	The proposed removal of on-road parking outside Cork Con Rugby Club to make way for bus lanes and cycle lanes is both unsafe and totally impractical, without nearby parking being created	Please see the NTA's response to Issue 5 in this report
NTA-C9-1836	Cork Con Rugby Club has over 350 kids attending on Saturday mornings and without nearby parking, it's unsafe for kids to be dropped off or collected	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-C9-1847	Under the current proposal, residents living on the south side of the Boreenmanna Road wishing to turn right towards Blackrock and residents living on the north side of the road wishing to turn right towards the city, would have to traverse a pedestrian lane, a cycle lane, a bus lane and a traffic lane.	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-C9-1847	There are four almost parallel roads in the area – the Boreenmanna Road, the Ballinlough Road, the Blackrock Road and the Douglas Road and I feel that a travel loop/ one way system could provide a better, less invasive solution, which would protect the heritage and character of our city	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1847	all traffic travelling along the proposed corridor will end at the junction of the Boreenmanna Road with the South Link Road. This has always been problematic at peak times and it's capacity is unaltered, unless there are plans to address this?	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1847	certain sections of Boreenmanna Road contain beautiful, old, boundary walls, which reflect the heritage and character of the area – an area that should not be turned into a concrete corridor unnecessarily.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1847	the increased volume of buses and general traffic will impact on homes directly on the road, especially those who's gardens have been subject to acquisition. a significant increase in the general volume of traffic on the Boreenmanna Road, including many diesel and petrol fuelled vehicles with the resultant rise in air pollution for local residents. living adjacent to a transport corridor results in fumes from vehicles revving at the traffic lights while accelerating from standstill meant that we couldn't leave windows open or use our patio for outdoor living	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 1 in this report
NTA-C9-1847	There can also be vibration and together with increased noise levels, leads to disturbed sleep patterns/ early morning waking and the adverse effects of poor sleep on health is well documented and researched. living adjacent to a transport corridor results in a significant deterioration in my respiratory status	Please see the NTA's response to Issue 1 in this report
NTA-C9-1847	The proposed removal of 283 on-street parking spaces, would have a significant negative impact on residents, their wider families, visitors to their homes and those who need to access their properties (delivery drivers, house services, healthcare professionals, meals on wheels etc). The proposed removal of 283 on-street parking spaces, would have a significant negative impact on residents, their wider families, visitors to their homes and those who need to access their properties (delivery drivers, house services, healthcare professionals, meals on wheels etc). a large number of people attending the funeral home at the junction of the Boreenmanna Road and Temple Hill, a creche and a GP practice adjacent to Willow Lawn, a hair and beauty premises and a very busy garage/shop	Please see the NTA's response to Issue 5 in this report
NTA-C9-1847	the preferred route Cork BusConnect 'J' Mahon to City is not necessary to meet the needs of the community	Please see the NTA's response to Issue 9 in this report
NTA-C9-1847	There is very likely to be a corresponding decrease in the value of their homes and those wishing to move out of the area may have difficulty selling their properties.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1847	The Boreenmanna Road is a beautiful, tree lined, residential haven and it's an amenity well used by local walkers for health, recreation and well-being purposes. It gives great pleasure and provides a feeling of serenity to pedestrians, particularly in the spring and autumn, when the colours of the trees are breathtakingly vibrant.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1847	The proposed construction of a toucan crossing at page 37 immediately adjacent to the driveway of property no.1 Woodbury doesn't make sense. It would be more usefully placed between the bus stops on either side of the Boreenmanna Road	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1847	<p>It is regrettable that communication around the consultation process was less than perfect, particularly as it took place over the summer months when many residents were on vacation.</p> <p>As a resident of the Boreenmanna Road, I did not receive a letter outlining the proposal and only heard by word of mouth from neighbours.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1847	<p>In particular, exiting a property presents a potentially hazardous situation, where the driver may need to halt on a pedestrian/cycle path to ensure that the way ahead is clear in both directions in order to turn right on Boreenmanna Road</p> <p>I also have substantial concerns that road widening would lead to speeding, with subsequent danger for our community dwellers.</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-C9-1847	<p>Section 2.3 Key facts, outlines current bus journey time (up to 30 mins), BusConnects journey time (17 mins) and future bus journey time without BusConnects (36 mins). Can you please explain how these figures were generated and by whom?</p>	<p>The existing bus journey times were based off automatic vehicle location bus data collected on the Cork City Bus network.</p> <p>The future journey times are estimates based on the automatic vehicle location data taking into account that the bus will be less impacted by congestion as a result of the bus infrastructure.</p>
NTA-C9-1848	<p>concerns about the overall impact on out community on Boreenmanna Road having a huge bus corridor running through the area making it extremely difficult for children to play safely and commute to all the locals schools as well as crossing this huge road is going to be a significant challenge.</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-C9-1848	<p>This purposed plan will also take from the value of our property,</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1848	<p>We also have concerns about the trees along Boreenmanna Road being taken down as outlined in the purposed plans</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1848	<p>It is essential that we keep our property as it is now as we need and value ever part of our outdoor space</p> <p>we strongly oppose these plans due the negative impact they are going to have on our home.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C9-1848	<p>the overall impact on out community on Boreenmanna Road having a huge bus corridor running through the area making it extremely difficult for children to play safely and commute to all the locals schools as well as crossing this huge road is going to be a significant challenge.</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-C9-1850	<p>Yet these are the major arterial routes where it is proposed to send all the bikes and scooters down? The bus connects plan actually boasts that "the major transport corridors...are also the main cycling arteries" like this was a good thing, when everyone know cyclists should be kept away from fast, heavy traffic.</p> <p>Cyclists should be on quiet, low traffic roads or proper segregated cycle paths and not alongside general traffic. Cycling rates in the city will not increase if cyclists do not feel safe and the proposed bike lanes are very far from best practice needed in order to encourage more cycling.</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-1850	<p>Huge motorway style roads in what are currently quiet, low traffic, slow traffic, residential neighbourhoods. We know what they will look like.</p> <p>Look what happened with the Skehard road "improvement" scheme. Widen the road, cut down the trees, introduce more lanes, speed up the traffic flow, destroy the neighbourhood. The congestion on the Skehard road during rush hour is as bad as it ever was and the extra lanes did absolutely nothing to alleviate this. It probably made it worse.</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-C9-1857	<p>There is no issue with traffic flow from South Link Road to Junction with Victoria Avenue therefore no need for a bus lane and vehicle lane one will do well into the future I agree with cycle lane at this point.</p>	Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1857	There will always be a pinch point where the Boreenmanna Road meets the Link Road at Rockboro.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1857	The shown Bus-lane and four traffic lanes from above junction on MAP2 will be impossible to do and that Engineers truly know with correct and proper lane widths this would have to be either a single traffic Lane and one Bus lane entering city.	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 1 in this report
NTA-C9-1857	The massive amounts of concrete needed for new foot paths and drains will be also detrimental to the climate, on this misguided project. As well of the tons of emissions and pollution the construction vehicles will give off.	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-C9-1857	The area in the evening is frequented by many Batts flying around and among the local trees, I believe the project will disrupt the these bats. I have also seen foxes coming into our park which must be using the Boreenmanna road.	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-C9-1857	The removal of car Parking spaces along the south side of Boreenmanna road will leave absolutely no where to park. All other spaces that may have been available lower down the road have also been removed under this plan.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1857	Removal of mostly all on street parking in this area is going to affect all local workers in local Schools, Shops, Simon, and those using it to walk into city businesses.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1857	The total redevelopment of the city quays and predicted population of city I believe requires a total different approach to solving the transport needs of the future and the proposed project is short sighted and as All major cities have done at this point in their development have made the descission to go underground with major transport routes which I believe this is one.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1857	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 south city areas.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1857	Where is the data on population numbers and public transport predictions for 2030-2040 to back up the requirement for such drastic changes these Transport lanes will cause to home owners on the designated J route. re Major routes to Airport Underground or monorail would be a suggestion this would add great value to our city .	Please see the NTA's response to Issue 1 in this report
NTA-C9-1858	The current proposals aim to rip the heart out of Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1858	All roads do not lead to the City Centre anymore with many people working from home or in the suburbs.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1858	Anybody who lives in the Boreenmanna Road area will attest to the bats that fly at dusk and the odd fox that roams at night. There is a rich biodiversity of Flora and Fauna that the NTA plan will destroy. This totally contravenes the City Development Plan and so the Bus Connects Plan cannot happen.	Please see the NTA's response to Issue 1 in this report Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1858	The 15 minute City is a great aspiration and I have always chosen to live near my place of work and family and been lucky enough to do so	Please see the NTA's response to Issue 13 in this report
NTA-C9-1860	Particularly for Ballinlough and the surrounding areas I very strongly oppose the bus connect plans. As a resident, everyday living would be severely and negatively impacted by this.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1860	Destroying the trees around Douglas would be such a shame.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1861	Boreenmanna Road is already one of the widest in Cork City. Speed limits are not observed as is. Widening and removal of trees unnecessary. There is never traffic build up and buses held up unless there is a big match on in the area. New primary school to be built with no drop off/collection area in plans.	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-C9-1865	Removing on street parking around Eglantine, Cork Con, Pairc Ui Rinn and Boreenmanna Rd will make access impossible for all attending sports fixtures / training and the hundreds who pay their respects to loved ones every week at the funeral home located at Temple Hill. How will elderly residents who need parking outside their homes manage if on street parking is removed ?	Please see the NTA's response to Issue 5 in this report
NTA-C9-1871	An improved frequency of reliable service of the 215 and 202 routes - on top of the bus lane improvement works on Skehard road recently would be enough in my view for the Blackrock/Mahon area.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1871	I don't believe the 215A route has the footfall that merits the huge work and upheaval this plan would cause on Boreenamanna road for one thing.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1871	I don't see the justification for the no doubt costly and disruptive work that would be needed from Boreenamann rd/South link junction to Temple Hill under this plan.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1871	I am not in favour of the removal of trees on Boreenamanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1872	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.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1872	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. 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. THIS IS A RESIDENTIAL AREA. THE FUNDAMENTAL ETHOS OF THE PLACE IS 'COMMUNITY'. Your proposed plans will destroy this.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1872	PLEASE, PLEASE SCRAP YOUR EXISTING PROPOSALS. PUT AWAY GOOGLEMAPS AND OTHER AERIAL MAPS. COME DOWN TO GROUND LEVEL. 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.	Please see the NTA's response to Issue 11 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-1874	Proposed works at the Boreenmanna Road are in my opinion unnecessary. It is by name a boreen. This road was widened over thirty years ago and still seems perfectly capable of containing an increased volume of traffic.	Please see the NTA's response to Issue 9 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1874	The only bottleneck at this section of road is where it meets the South Link and this problem will remain and with the increased traffic from the above mentioned Wallaces Avenue, Bernadette Way and Castlegreina Park will only get worse.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1874	No consideration for taking green space at the Fairy Park where children play.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1874	It is proposed that traffic can turn left at the top of Belair and parking will need to be removed from this narrow section of road. Where are the residents supposed to park? Ditto at Wallaces avenue.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1874	No provisions for parking at Cork Con or Pairc Ui Rinn.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1874	The removal of such beautiful mature trees to turn this into a highway is blatant vandalism.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1874	These areas also have considerable subsidence issues which increased traffic would only exacerbate.	Please see the NTA's response to Issue 7 in this report
NTA-C9-1876	Another critical issue will be the provision of a very limited bus route along Ballinlough road where the density of housing is greater and taking into account the difficulty of elderly and disable persons have accessing the bus route along the Boreenmanna road – steep incline – This proposal would have a very adverse effect on their mode of transport.	Please see the NTA's response to Issue 10 in this report
NTA-C9-1876	The present traffic volumes do not justify the requirement for the construction of bus corridors to provide bus service to the link Mahon to the city. The critical delay point is accessing onto the South Link road and the enlargement of a bus corridor along the boreenmanna road will not benefit this	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 1 in this report This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1876	Noting the bus corridor is removed over a short distance as there is not sufficient road space to accommodate same very close to the south link road and this is a critical for accessing onto the link road.	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.

Reference	Submission Statement	CE response and recommendation
NTA-C9-1876	There is no assessment or review how parking will be provided for the 2 major sports areas – Parc Ui Rinn and Cork Constitution along with O'Connor's Funeral home in this proposal. In addition there are 2 schools – Crab lane primary school and Ashton Secondary school which have to be accounted for and all the houses which presently have street side parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-1876	This major road construction will segregate communities as the boreenmanna road will be very difficult to cross. An increased number of traffic lights will be required to facilitate crossing points along the route- noting the increased width of the roadway proposed and so slowing the traffic including buses.	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-C9-1876	The proposed route proposes to remove all the trees (197) along the Boreenmanna road in this environmentally sensitive era. The propose route should facilitate preserving the existing trees and provide a far more innovative way of updating the transport corridor. Please note the removal of tress from the Skehard road have never been replaced.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1876	There is limited increased (Housing) development proposed or available to develop in the Mahon Ballinlough area as this is a well establish community . Accordingly the only increase traffic will be as a result of congestion of the main arterial routes servicing the city.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1876	A single bus corridor operating with the peak flows into the city in the morning and out of the city in the evening for this route should be considered.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1876	The provision of cycle routes throughout the city is positive move however a significant investment in availability of bicycles throughout the city is required, parking stations and this is not addressed in this submission.	Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 13 in this report
NTA-C9-1876	The requirement to propose to provide an independent bus route to and from the city is a luxury which is not justified presently or even in the future – purchasing land and reducing garden in the area.	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-C9-1885	The lack of perpendicular disabled car spaces fronting the site would be of concern.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1885	There is little or no justification for a Bus Lane fronting the site at this location given that traffic congestion does not occur in general. The space could be put to much better use. The Bus Stops proposed could be accommodated using Bus Gate control systems.	Please see the NTA's response to Issue 9 in this report
NTA-C9-1885	At a minimum the cycle lanes on both sides over this stretch could be removed, but preferably the Bus Lane/Lanes would be removed. The cycle lanes would form part of the bus lanes gaining 4.0m in width.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1885	The loss of two vehicular access points (emergency access).	Please see the NTA's response to Issue 1 in this report
NTA-C9-1885	Has there been consideration given to traffic management plans for Match Days when it may be just the bus using the normal carriageway and the bus lane being used for parking?	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-C9-1885	The plans also appear to remove the parking area, (including disabled spaces), in front of the stadium which is owned by Cork County Board. This would place a significant doubt over the continued use of the offices at the stadium, given the inability to drop-off or collect deliveries.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1885	The is no alternative parking in the locality. If Borreenmanna Rd. becomes a bus corridor, Páirc Uí Rinn will no longer be viable as a match venue.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1885	<p>Páirc Uí Rinn is a key centre for the playing of Gaelic Games for the 250 clubs in Cork, along with our County teams, Rebel Óg, Sciath Na Scol and Post Primary Schools.</p> <p>The plans outlined under BusConnects, will render the venue extinct as a location for the playing of games, due to the removal of all roadside parking on Borreenmanna Rd.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-1885	<p>The proposal results in a significant reduction in pedestrian space fronting the site.</p> <p>In terms of matches there will be pedestrian congestion onto the cycle lane and bus lanes (unsafe).</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1885	The parking spaces proposed open out onto a bus lane on a bend (unsafe).	Please see the NTA's response to Issue 1 in this report
NTA-C9-1885	In terms of matches there will be pedestrian congestion onto the cycle lane and bus lanes (unsafe).	Please see the NTA's response to Issue 1 in this report
NTA-C9-1888	<p>The plan is particularly problematic in that it provides for the destruction of the substantial tree frontage on the Boreenmanna Road, which is such a beautiful feature of the road, supports biodiversity and which were planted as a mitigating factor from the previous road works in the 1990's.</p> <p>It is rather ironic that have taken some 20 years to mature and when the local community could enjoy the benefits as promised from the previous disruption the plan now is to simply destroy them.</p> <p>In addition, the suggestion that they be replaced with new trees is not being done a like for like basis (there's no replacement of trees outside our property or adjacent being replaced) and as mentioned we'll have to wait another 20 years for someone else to enjoy their benefit.</p> <p>I would also suggest that the decision to destroy the trees does not comply with any EIA test or directive.</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-C9-1888	<p>There will be an increase in noise pollution which will impact the family directly with 24/7 buses and increased frequency.</p> <p>Air pollution will increase, together with impact of light pollution with the loss of the shadows of the mature trees which overhang our property</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-C9-1888	<p>The disruption due to construction works will again be significant, previously experienced in the mid 1990's and as previously referenced, assurances were given at that time that the area had taken it's due level of disruption in the context of city wide requirements that might be expected of reasonable citizens.</p> <p>It is unreasonable and disproportionate that this would again be imposed on a local suburban community and is in our view unnecessary.</p>	<p>Please see the NTA's response to Issue 8 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-1888	The scale of the development is simply excessive given the nature of a suburban road and general environment – the road will double in size in some locations and will change from being a two lane suburban road to a 6 lane highway far beyond the scale any local community could expect to endure.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1888	A most serious concern is the potential impact on our property due to likely subsidence, loss of current value, impact of outdoor space, loss of trees and deterioration of access / egress from the home and increased congestion and pollution.	<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> <p>Please see the NTA's response to Issue 7 in this report</p>
NTA-C9-1888	These are the trees which have now matured after 20 years and which the current proposal will destroy.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1888	A most serious concern is the potential impact on our property due to likely subsidence, loss of current value, impact of outdoor space, loss of trees and deterioration of access / egress from the home and increased congestion and pollution.	<p>Please see the NTA's response to Issue 6 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-1888	<p>I wish to highlight significant concerns also in relation to the poor level of information, consultation and engagement undertaken by the NRA to this point.</p> <p>There has been no direct correspondence with this house hold on the project or it's scale. It appears that letters were only sent to households with CPO's, while I have become aware of this only recently though word of mouth locally. The absence of effective local engagement in the development of these proposals are not in line with city development plans, the cork city cycling plan or DLUTS. This is particularly disappointing given the absence in this process of the local element of engagement through city counsellors / officials through the development process.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C9-1888	<p>A most serious concern is the potential impact on our property due to likely subsidence, loss of current value, impact of outdoor space, loss of trees and deterioration of access / egress from the home and increased congestion and pollution.</p> <p>I should point out that this property has already required to be underpinned, which relates to the history of market gardening / soil type, but which was contributed to by the extensive road improvements in the mid 1990's referenced earlier and which were officially opened in 1997.</p> <p>There is a serious risk that this will happen again with the potential for significant impact on the home and risk of significant personal cost.</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>
NTA-C9-1888	<p>I wish to highlight in particular the specific concerns mentioned in relation to subsidence and the risks that road improvements of this scale are likely to impact on our property and that of other local residents.</p> <p>In addition, given the scale of increased traffic and in particular bus volumes it is reasonable to expect that this will over time impact the surrounding ground work / soil settlements similar to what happened in previous developments.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-1888	<p>The issue of access and egress from our home will now be a significant safety issue given the development of a 6 lane high way outside our front door, adjacent to the traffic lights, which will simply be an unbearable and inappropriate imposition.</p> <p>If travelling from the city to enter our home we will need to cross traffic lane, bus lane, a cycle lane as well as a footpath !!! clearly a safety issue.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1888	<p>I should also express concern that I have seen no traffic surveys which have been undertaken to support the initiative in advance of progressing to this stage, other than very high level unsubstantiated projections. It is not clear from the documentation currently available that the implementation of these proposals at this scale will actually achieve the objective proposed.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1891	<p>Replacement trees will not replace like with like; the attractive and soothing current visual landscape will be no more.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1891	<p>I am in favour of a cycle lane but having cycled the streets of Cork for the last 20 years and having experienced how a modern cycleway in the city is used, there is scope to install one contra-flow cycling lane with badly needed and long-called for pedestrian crossings on the Boreenmanna Road without the need for the road widening, devastation of trees or the CPOs.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1891	<p>I object to the current proposals for road widening, compulsory purchase orders and tree removal.</p> <p>On a broader scale, there must be a rethink of the nearly a thousand affected properties, more than twelve hundred trees (notably affecting the Boreenmanna Road) and over a thousand removed on-street parking spaces on all proposed routes as noted on the Busconnects proposal.</p> <p>A basic reading of the plans and my own personal experience of cycling the Boreenmanna Road every day, come hail or shine, is that the proposed widening and removal of the stunning mature tree line and parking spaces will do nothing to alleviate the key issue which is the pinch point at the end of the Boreenmanna Road leading onto the South Link.</p>	<p>Please see the NTA's response to Issue 5 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 9 in this report</p>
NTA-C9-1891	<p>Over a thousand removed on-street parking spaces on all proposed routes as noted on the Busconnects proposal.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-1891	<p>I have spoken to and heard from residents of their hurt and upset about what these proposals mean to them personally.</p> <p>They include older residents who have lived all their lives on this road and witnessed the fractured community created by the Boreenmanna Road widening 20 years ago; older residents who cannot take the bus and who need a car and the carparking space that the proposals would strip them of; they include older residents and parents with young children whose only patch of garden is to be stripped from them by the current proposals and will have their privacy negated; they include residents who travel by bus, by bike and who walk themselves or with children and who would gladly exchange an extra ten minutes in car or bus rather than lose the beautiful, mature tree line on the Boreenmanna Road.</p> <p>The proposals on this route have far too significant an impact on local residents, are unnecessary and there are alternatives.</p>	<p>Please see the NTA's response to Issue 5 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 12 in this report</p>
NTA-C9-1891	<p>More than twelve hundred trees removed (notably affecting the Boreenmanna Road).</p>	<p>Please see the NTA's response to Issue 4 in this report</p>
NTA-C9-1891	<p>On a broader scale, there must be a rethink of the nearly a thousand affected properties.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-1891	<p>The CPOs are, in many cases on the Boreenmanna Road, devastating for those householders affected - its all well and good for the NTA to digitally draw routes from a Dublin office over a period of three years and yet those householders whose lives are irreversibly affected have 8-10 weeks to respond with submissions and engage with a communication model that has NTA representatives responding with platitudes on repeat.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>
NTA-C9-1891	<p>I feel the public is missing from this Plan.</p> <p>Opportunities to reimagine our environment and be partners in change should have been allowed much earlier in this process - NTA's model for Busconnects has not been one for inspiring and sustaining change.</p> <p>The fractured process of communicating the proposals to the residents, the organisation of consultation meetings in the height of summer when many residents were away and the late allowance for extension to submissions has fostered only much resentment, cynicism and anger.</p> <p>The website is convoluted, the digital submission process is not straightforward, the public information sessions had 5 bus corridors per session which diluted public voice, traffic surveys were not carried out in advance, maps were not to scale, maps were out of date.</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-C9-1891	<p>The absence of any traffic modelling data from the NTA serves to reinforce my view that this Route J has been imagined using a digital periscope from a Dublin office. Extra buslanes will not lead to freeflow of traffic on the Boreenmanna Road because there has always been freeflow on this road.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-1895	<p>I am not in favour of the absurd insistence on the retention of ordinary car lanes going in two directions when it is also available to cars to get to Mahon Point from the City via the South Link Road.</p> <p>The insistence on two lanes being retained for regular car journeys is the very reason that the road has to be widened under current proposals. This means gardens/other land will have to be CPOed and beautiful mature trees removed to facilitate those ordinary car journeys.</p> <p>As you know, the widening of the road (which is already very wide in places) is very unpopular and the main reason why so many residents on the route are resisting these emerging proposals.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1895	<p>The cover of mature trees and planting along roads minimises noise and atmospheric pollution, mitigates flooding and most importantly in a warming climate, provides shade and cools the air by means of evapotranspiration.</p> <p>Trees and improved planting would also ameliorate biodiversity.</p> <p>Even if some trees must be removed to facilitate works, it is still worth preserving the trees currently in situ on the Boreenmanna Road (and elsewhere) in my opinion.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1895	<p>All car traffic attending matches/concerts/funerals should be strongly disincentivised and actively discouraged. As matters stand, patrons of the rugby club, the GAA and the funeral home use the public highway, cycle lanes, footpaths, people's drives and grass embankments as their private car parks.</p> <p>This is dangerous and offensive to residents whose lives are regularly disrupted by dangerous illegal parking which is not penalised by Gardaí.</p>	<p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-1895	<p>I live on the Boreenmanna Road. I am aware that temporary disruption is necessary when improving infrastructure and I am in favour of active transport.</p> <p>My property will not be subject to CPO and I support any policy that attempts to reduce our reliance on cars and fossil fuels. I generally welcome the proposed changes to the Mahon to City Bus Connects route.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C9-1899	<p>Filtered permeability on Crab Lane off the Boreenamana Road.</p> <p>One way southbound on Churchyard Lane.</p> <p>One way northbound on Victoria Avenue</p> <p>Introduce 30kph on the route.</p> <p>Reduce Road widths in line with lower speeds.</p> <p>Remove left and right turn lanes. The City is a community and turning do nothing to enhance the liveability of the City.</p> <p>Raised pedestrian crossing at junctions on all residential streets.</p> <p>Pedestrian crossing from Belfield Abbey to Ballinlough Community Park opposite.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1899	<p>Along with the Dutch approach to junction design where cyclists are protected from motorists.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-1899	<p>Reduce the number of trees felled with a vigorous replanting scheme, think pocket forests on green areas nearby or where turning lanes were planned.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1901	<p>Aswell as the fact there are 3 school buildings on that road which makes it all the more dangerous.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-1901	<p>To cut down so many trees, force people to lose their gardens, driveways and to take space from a public garden is absolutely ridiculous.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-1911	<p>I have no objection to the existing bus route, but 30 years ago the road was already widened, and residents had gardens and properties taken to facilitate this.</p> <p>Trees were planted and only now are maturing, and some ill-informed desk jockey in Dublin who has decided to bulldoze his way through the area without any consideration whatsoever to the devastation he is causing.</p>	<p>Please see the NTA's response to Issue 6 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-C9-1911	<p>Planners should visit the area and see for themselves, and take note of the topograpy, instead of working from an outdated ordinance survey map.</p>	Please see the NTA's response to Issue 1 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1916	Perhaps sections of the route could accommodate bus lanes but certainly not in front of Schools, Sports Grounds or an exceptionally busy Funeral Home.	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-C9-1916	It is simply neither feasible nor practicable to operate bus lanes all the way along this proposed route without causing risk to potentially hundreds and at times possibly thousands of people in the area. Area is very busy with schools, sports centres and funeral home	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-C9-1916	why is there little or no mention of the needs of road users other than cyclists and buses in the plan ? Consideration of the needs and requirements of other road users appear not to have been considered and to have been completely ignored	Please see the NTA's response to Issue 1 in this report
NTA-C9-1916	the removal of so many mature trees which form such an important part of the fabric of the area is another serious flaw in the plan.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1916	The plan fails to take into account a number of very significant and some potentially dangerous consequences of putting bus and cycle lanes fully along the Boreenmanna Road and Church Yard Lane routes.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1925	As the city is a major University City and higher education schools. The major routes should therefore be to and from these as the major commercial businesses find cheaper better locations away from city center.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1925	a major new Transport system needs to be developed. Designed and delivered without upsetting ecology, environment and disruption to residents of the most of the City Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1928	There is an absence of drop-off sites near the school St. Anthony's BNS and this will impact hugely on any pupil with physical disabilities and Special Needs.	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-C9-1928	There will be an increase in the volume of traffic in the vicinity of our school and our community as these roads around St. Anthony's BNS and Ballinlough will be used by more motorists. With the Douglas Road inaccessible to motorists this will undoubtedly increase the use by motorists of the residential roads of Ballinlough to reach their destination.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1928	It disappoints and shocks us that along the Douglas Rd. in the current plan by the NTA that the proposed plan will see the destruction of over 180 mature trees many native ash and oak trees some of them over 200 years old and the animals and other species of insects which shelter and live in them.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1928	there is no mention of School drop off zones where parents could drop off children safely in a specific designated cluster zone/area and the children could take the school bus to St. Anthony's BNS and to the schools in the surrounding areas safely. There is an absence of safe walking routes and safe cycling routes/lanes for families and children	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-C9-1928	This increased traffic will significantly increase the danger for our pupils and will create a huge health and safety risk. With the Douglas Road inaccessible to motorists this will undoubtedly increase the use by motorists of the residential roads of Ballinlough to reach their destination.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1928	We all want to make our community, our city, and our county a greener space, decrease the volume of cars and car usage and increase the opportunity to walk, cycle and use public transport for this generation and the generations to come.	Please see the NTA's response to Issue 13 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	There are not many roads as beautifully tree lined as Boreenmanna Road and willfully destroying these trees is beyond belief.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1930	I think that there has been no thought put into safety concerns of school going children	Please see the NTA's response to Issue 1 in this report
NTA-C9-1932	the junction between Boreenmanna Road and the N27 is already a pretty chaotic and inconvenient place. It's currently impossible to turn onto Boreenmanna road if you are driving towards town on the N27. Also, if there is increased traffic coming from Mahon, will it keep be managed by the current traffic light system? Would there be a possibility to install a roundabout to help with both issues?	This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.
NTA-C9-1932	My second point is around the creation of 6 lanes + sidewalks. Surely, there is some combining possible. There are a fair amount of roads where the cycle and buse are one. Or maybe combine pedestrian and cycle lane. That would leave space for trees and on street parking.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1932	my biggest complaint is the removal of the trees I understand they might not be ideally placed but then the current proposal doesn't include a replacement. Boreenmanna road will loose a lot of it's charm.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1935	In this context, and as illustrated in Plate 1, it is of serious concern to note that Map 14 of the emerging preferred route for STC J shows a possible set back of the eastern boundary of the Mahon Link Road to facilitate a dedicated bus lane, cycle track and footpath. This set back will bring the road network unacceptably close to the hospital, substantially increasing the risk of vibration on sensitive equipment in the radiology unit, and significantly impacting its operation and the quality of healthcare it provides. For these reasons, the proposal for the Mahon Link Road as currently presented in Map 14 of STC J will need to be revisited and revised, to avoid any impact on the radiology unit of the Mater Private. There can be no set back of the existing boundary of the Mahon Link Road towards the Mater Private.	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-C9-1938	A better solution may be to use the parallel roads as one-way routes as much as possible while allowing traffic to transfer to other parallel roads via the smaller cross roads	Please see the NTA's response to Issue 12 in this report
NTA-C9-1938	With the removal of parking from Boreenmanna Rd, many more cars will start parking here on both sides, allowing only a very narrow lane for unwanted traffic. There will not be enough parking for the local residents when others are now parking on their road -	Please see the NTA's response to Issue 5 in this report
NTA-C9-1938	The value of homes in the area would be impacted - a house on a quiet residential road would be far more valuable than the same house on a busy thoroughfare with no on street parking.	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-C9-1938	. Any replacement trees would take at least 40 years to reach the same level of maturity as the current one.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1971	I object to the destruction of historic walls on the bus routes proposed on Boreenmanna 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 Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-1985	Cork Constitution Rugby Club has limited parking spaces so additional parking is on-street. The club has a large number of volunteers, I am one myself as a coach for the youth section and I park my car legally on the street when the on site parking is full.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-1986	I am concerned that the proposal will now require me, upon egress of my home to travel north, will require me to anticipate, after the current pedestrian footpath, a cycle lane, bus lane and two car lanes before making a vehicle maneuver.	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-C9-1986	A Bus stop is erroneously outlined in your map at page 37 as an existing Bus stop of the proposal. The location of the current Bus stop is a further distance beyond the petrol station garage on the left hand side of the road.	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-C9-1986	I do not agree with the large proposed change to the visual landscape and character of the road including extensive and widespread removal of mature trees as part of the proposal.	Please see the NTA's response to Issue 4 in this report
NTA-C9-1986	The generation of air, noise and light pollution from the proposal upon residents of the road should, respectfully, in my view be of concern for the NTA.	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-C9-1986	I do not agree with the further enlargement of the road to facilitate this proposal resulting in the loss of car parking spaces for friends, family, essential services to our homes and those attending matches and funerals in the vicinity.	Please see the NTA's response to Issue 5 in this report
NTA-C9-1986	I do not agree with the proposed construction of a toucan crossing at page 37 immediately adjacent to the driveway of property in Woodbury. It would be of better benefit to have such a crossing to coincide with the current Bus stop location on the road or by the green park area.	Please see the NTA's response to Issue 12 in this report
NTA-C9-1986	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.	Please see the NTA's response to Issue 11 in this report
NTA-C9-1986	I am concerned that the proposal will not facilitate any move to a larger use of Bus services or other means of alternative transport to car ownership and will only further increase speeds on the road which we and many residents continue to raise as a matter of enormous concern to our local city representatives.	Please see the NTA's response to Issue 1 in this report
NTA-C9-1994	There is an almost constant need for on Street parking along Churchyard Lane and the start of Boreenmanna Road to allow both Cork Consitution and Pairc Ui Rinn to operate. In addition people also use the on street parking to go to the funeral home and when there is a big match in Pairc Ui Chaoimh.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2001	As part of this plan you're looking to remove 283 parking places People using those 283 parking spots are going to have to move parking into other existing streets and estates and cause chaos and make those areas very dangerous for children etc.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2001	The removal of the trees though is an even bigger travesty. You're looking to take away the character of the road, removing 191 trees and taking private properties as well as destroying original walls such as in Ballinlough park.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2012	Solving the climate issue has to be an holistic approach - its no good saying we are reducing carbon emission having less vehicles on the road when in order to achieve this we are removing nature!!	Please see the NTA's response to Issue 4 in this report
NTA-C9-2024	Residents in the Ballinlough road are now going to have to walk either to Boreenmanna Road or to the Douglas road in some parts in order to avail of a bus. This is a road that is primarily home to elderly people who, if this was the case, would now be expected to walk 500 or 600 metres to the other road in order to avail of a bus stop.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2024	Residents are concerned at the loss of parking on Boreenmanna Road.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2024	<p>I am also aware at the concern that exists regarding the significant loss of trees on Boreenmanna Road, many of which are mature trees.</p> <p>In general, I do believe across the city, more can be done to ensure trees are protected and that where it is necessary to remove, that they are replanted as close as possible to their previous location.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2029	<p>Requirement for on-street Parking</p> <p>Should this on-street parking facility be removed after 70 years of operation by the addition of bus and bicycle lanes in both directions on a narrow section of road it would be very difficult to provide safe access for both children and adults to the club grounds.</p> <p>This would seriously hinder the operation of the club in its present location. In addition, the club has an access to Churchyard Lane at the north end of the grounds.</p> <p>This is a second gate used for GAA match pitch parking, access by ambulance, emergency services and maintenance providers. This entrance is not clearly shown on the drawings provided.</p> <p>Tom Mangan</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2035	<p>I wish to object to remove parking outside of Cork Constitution FC. the removal of parking will have a significant impact the club's ability to continue to support these activities and the wider community's ability to participate in/avail of these activities.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2035	<p>I also wish to object to the proposed removal of the trees that currently line the proposed route but specifically on the Boreenmanna road.</p> <p>These trees add significantly to the beauty of the area, as well as contributing enormously to the environment providing oxygen, improving air quality, climate amelioration, conserving water, preserving soil, and supporting wildlife.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2040	<p>Explore one-way traffic systems by taking a collective approach of encompassing the main four parallel roads into the city center, i.e. Blackrock Road, Boreenmanna Road, Ballinlough Road and finally the Main Douglas Road.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2040	<p>A two-way, single bicycle lane on the side of the Boreenmanna which will divert cyclists onto the old Blackrock Road thereby eliminating the potential of a Health and Safety risk with traffic at the key junction with the City link road.</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2040	<p>Consider a shared bike path with foot path.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2040	<p>Where are the considerations given to the nuanced landscape in the Boreenmanna Road area giving rise to its unique uneven pathways.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2040	<p>It will cause the buses reaching a bottle neck faster i.e., section of Boreenmanna Road junction when joining South Link Road section area daily, causing total mayhem.</p>	<p>This project aims to provide suitable alternatives to the car and make buses, cycling and walking more desirable. There will be a dedicated bus lane on the South Link Road, buses will be able to skip queuing on approach to the South Link Road by using the bus lane on Boreenmanna Road, and then join the bus lane on South Link Road.</p>
NTA-C9-2040	<p>Loss of green space means the current wildlife, when moved, will never return to the area no matter how ones tries.</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>

Reference	Submission Statement	CE response and recommendation
NTA-C9-2040	Air quality in the local area will be worsened further by making traffic easier and to increase the traffic and buses along the Boreenmanna road.	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-C9-2040	Increase in noise and vibration due to the increase in traffic volume can cause structural issues to houses over time along the Boreenmanna road.	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-C9-2040	We believe there was no quality assessment carried out on noise pollution and the vibration impact to the close proximity of established quality dwellings along the Boreenmanna road corridor.	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-C9-2040	The social, health and environmental benefits that these trees and green spaces, gardens offer us daily will be lost forever. Our lives have always been surrounded by splendid trees and manicured quality gardens which act a natural barrier to traffic noise daily, air pollution and to be seriously replaced with poor quality walls in many cases which will block out our natural sun light most of the time to the detriment of natural personal health.	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-C9-2040	There will be very much less public street parking areas. What considerations if at all are afforded to people that lose their off-street parking?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2040	The proposed increases in buses will be a hazard to residents living along this route if exposed continuously this large amount of traffic, with the proposed bus plan to operate near a 24/7 range with increased frequency daily.	Please see the NTA's response to Issue 10 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2040	Where is the environmental assessment carried out to outline the impact that the destruction of the mature trees will have on worsening the air quality of our community in terms of both well-being and breathing.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2040	There is a lack of road crossing points at multiple locations along the road network. A great concern is the widening of the road which will certainly increase speed and lead to a potential safety concern for young children getting to local schools. How is this going to be addressed? What considerations have been applied for children that have special needs?	Please see the NTA's response to Issue 3 in this report Please see the NTA's response to Issue 12 in this report Please see the NTA's response to Issue 5 in this report
NTA-C9-2040	The current proposal destroys for ever a significant high number key properties by resizing their gardens.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2040	The traffic flow and mitigation measures need to be considered and fully analysed	Please see the NTA's response to Issue 1 in this report
NTA-C9-2040	Given the proximity of most of the quality properties along the Boreenmanna Road area being in close proximity to the proposed road design changes, noise calculation/prediction should certainly be carried out.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2041	On STC J I also have concerns about the ability to exit from any of the parks on Boreenmanna Road by car and turn west. It is difficult enough at present at busy times, but in the future one will be trying to exit across a cycle lane, a bus lane, a car lane and into the opposite car lane. I doubt this will be possible.	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-C9-2055	I was shocked and dumbfounded to learn of the proposals of bringing such volumes of traffic both individual and commercial down a totally unsuitable road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2055	Surely with heavy traffic both individual and commercial travelling on these unsuitable roads it would leave to possible damage of the undersoil of the road leading to possible subsidence issues in the future for residents in the area.	Please see the NTA's response to Issue 7 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2055	From a health and safety point of view there are 100s of young children walking these roads in the mornings and afternoon attending the schools in the area. I really can't understand the logic of these proposals as it surely child and adult safety.	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 3 in this report
NTA-C9-2089	cycling infrastructure should be protected and completely segregated from encroachment of drivers on both sides onto the footpaths and cycle lanes.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2089	The GAA have and continue to abuse their privilege by allowing parking to continue on this route and there is a need for enforcement of zero tolerance on-street parking in those areas where no parking will be allowed once bus connects is implemented. the implementation of segregated bus and cycling routes and the removal of on-street parking on the Boreenamana Road in particular around the Pairc Ui Rinn stadium.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2089	I cannot emphasize enough the need for reduced car traffic and speeding on this route. Segregation of active travel routes from bus corridors is key to the success of this for safety and connectivity and cohesiveness of the active travel routes. The junctions as designed in the current plan are unsafe and should be revised for safety & priority of active travel users not for the priority of private cars. The design from Skehard Road onto Bessboro Road junction needs to be radically redesigned from current plan to allow for safe access for people on bicycles to cross this junction with priority.	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-C9-2089	Overall I would like to submit that I am in favour and looking forward to when these routes are implemented and that it is commendable that the NTA is progressing active travel in the Cork area and on this route.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2090	Having a quicker and more frequent bus routes are critical.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2090	Car traffic is increasing every week.	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-C9-2092	The current proposal offers no real remediation at the busy intersection to the South Link Road and it's very possible that the current proposal will only make the congestion at this junction worse.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2092	We also object to the removal of all on street parking on the Boreenmanna Road. There is a GAA Stadium, Rugby Grounds, Schools, Funeral Home as well as private residents which are dependent on the available parking. If this parking is to be removed, where are people attending sporting events and funerals as well as existing residents supposed to park?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2092	The removal of the trees on the Boreenmanna Road with essentially no replanting in the immediate area, is completely unacceptable.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2096	The improvements in Churchyard Lane are most welcome as the road is currently very disorder and dangers for non-car users. It needs more calming measures and priorities for active transport modes and public transport.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2106	I strongly object to the plans that the number 14 bus will be using Summerstown Road to gain access to the CUH. The speed limit on this road is 30km/h. The current bus 216 uses this route but the drivers never keep to the speed limit. No bus should be using this road. This is not a main road.	Please see the NTA's response to Issue 10 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2113	So far we have seen no action on that - only robot trees and now the proposed removal of more mature trees. I can not see how these STCs will contribute to the fight against global warming and the loss of biodiversity. Instead I fear they will have the adverse affect.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2113	It is cleat that the proposals were drawn up without any public consultation (surveys). Neither was any research conducted (modelling, projections).	Please see the NTA's response to Issue 1 in this report
NTA-C9-2117	STC J replaces only 60pc of removed trees. This is not acceptable On the Boreenmanna Road, trees can be retained through the removal of turn lanes at the intersection with Victoria Avenue, or the alteration of the road to one-way in certain sections.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2119	The narrowing of cycle lanes at island bus stops (from 1.8m wide to an unknown width!) will render the infrastructure unsuitable for non-standard bicycles, such as those used by people with disabilities.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2119	We would suggest that dedicated yield signs (rather than arrows!) be included for all side roads off Boreenmanna Road. Furthermore , that all side-roads and entrances joining Boreenmanna Road from the South should cross a raised table or speed-reduction measure.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We would request that the cycle track crossing the South Ring Road slip-road should be raised to greater protect end-users from turning vehicles. The width of the Northbound slip-lane be narrowed to greater protect end-users.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Both sides of the N40 bridge have ample space available to provide fully protected junction designs, such as those used in Dutch infrastructure designs.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	There is potential for Beaumont Park to provide a quiet route for cycling Eastwards from the junction of Boreenmanna Road and Churchyard Lane	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	For Southbound users of the proposed cycle track on Churchyard Lane, it will not be easy to access Ballinlough Road. We request that cycle-priority lighting be provided to allow cyclists to turn towards Ballinlough Road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	It may be possible to provide a raised area immediately North of the bus gate to intending cyclists to travel from West to East.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	request that the junction of Churchyard Lane/Skehard Road be revised to prioritise the needs of vulnerable road users.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	If the on-street parking spaces on Rockboro Avenue and Boreenmanna Road are to be retained, we would suggest that the width of the road that parking spaces requires, should be formally retained for the entire length of the street, and the traffic flow on the street become more predictable as a result. To that end, we suggest that it may be possible to make Boreenmanna Road and Rockboro Avenue one-way routings for general motor traffic, in the clockwise direction, such that space may be provisioned on the remaining available route to provide cycle infrastructure and public realm enhancements.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Given the very large amount of available space at (Skehard Road and Church Road junction) suggest that there could be enough room available to provide raised pedestrian and cycle crossings of the Church Road, and of the Super Valu entrance.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We suggest that the cycle infrastructure near Ashton secondary school in particular should be given physical protection from illegal parking if possible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We would recommend also that at the Boreenmanna Road / Victoria Avenue junction, cycle traffic and bus traffic should be given dedicated priority lighting signals if possible. Traffic turning across the cycle lanes should receive a flashing amber light only, rather than a solid green light.	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2119	We request that the design team attempt to co-opt the currently in-use Dutch junction design through the Skehard Road and R852 junction.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We request that the junction of Boreenmanna Road and Rockboro Avenue be made as constrained as possible, ideally with a raised surface or other traffic calming measures.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	The island bus stop designs chosen for this section of the proposed infrastructure should adhere to the National Cycle Manual designs for island bus stops, whereby the cycle infrastructure retains it's 2m width throughout the bus-stop.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2119	Existing cycle protection at R852 and Saint Michael's Drive junction is damaged from collisions and request that protection of the cycle track at this point be improved.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	It appears that there will be no dedicated cycle infrastructure on Estuary Drive to Mahon Point but that dedicated bus infrastructure will be provided.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We would request that the cycle infrastructure at this location (Boreenmanna Road at Glecoo Park) be physically protected from illegal parking if possible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Request the cycle infrastructure at this location (Boreenmanna Road at Páirc Uí Rinn) be physically protected from illegal parking if possible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We request clarity on the proposed cycle corridor to/from Mahon Point. Designs show not show any cycling provision.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	The lack of tie-in to the existing greenway at Jacob's Island seems inexplicable (location L99484)	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	A future "Lee to Sea" Greenway should – in time – link straight from the Marina to Kennedy Quay and into the city. It seems strange therefore to exclude discussion of this route from the Bus Connects designs.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	It will be difficult for cycle route users to "turn right" to access side roads or residences	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Rockboro Road would be "local access only". What guarantee can be given that this route doesn't remain a rat-run for motorised traffic? Suggest Enforcement of "local access only" provision.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Significant "shared space" provision has been designed near junctions along Ave de Rennes	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Can the design team confirm that the proposals for cycle infrastructure on the Old Blackrock Road consist of a painted picture of a bicycle, while retaining car parking spaces on both sides of the road? We suggest that some form of traffic calming, will be required here at a minimum.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Request that the cycle infrastructure at this location (Churchyard Lane at Cork Con FC) be physically protected from illegal parking if possible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Can the design team confirm that the cycle corridor traverses the Old Blackrock Road, before joining another well-known rat-run in the Boreenmanna Road, again with only paint as protection, while on-street car-parking is retained? We suggest that some form of traffic calming, will be required here at a minimum	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Boreenmanna Road is a well-known ratrun for traffic from the South Link Road to the Old Blackrock Road. It can in no way be considered appropriate as a "quiet route" for cycling as it currently stands.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	It will not be easy for intending cycle track users Eastbound on Skehard Road to access Bessboro Road and request that the design be revised	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	Confirm if a crossing will be provided to the south of the bus gate on Ave de Rennes to allow cyclists to cross from East to West.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2119	We would like to draw the design team's attention to the recent Cork City Council Mahon Cycle Network scheme which aims to utilize Ballinsheen Road as a direct East-West Cycle Corridor	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2119	We note and welcome the good design of parking-protected cycle infrastructure outside Páirc Uí Rinn itself.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2119	The proposed scheme is necessary and welcome.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2125	There are 4 schools on the route for which we will have no parking. In addition an inter county Gaelic grounds (Pairc Uí Rinn) an undertakers and a Rugby League Club. No parking allowed outside any of these.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2136	For these bus corridors to be built we have to loose hundreds of mature beautiful tress on the Boreenmanna Road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2142	I am very concerned that proposed Route J could jeopardise the future of my club principally though the removal of on street parking on Churchyard Lane and Boreenmanna road outside the club.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2142	Over 350 children train in Con on Saturday. Parents drop off their children and many stay to watch their children's activities. Youths and adult teams train every evening of the week. ALL games on Saturdays attract crowds of over 500. The facilities are also used by hundreds of people for other social purposes such as bridge clubs, keep fit classes, TAG rugby, and social events. The club has a huge impact on our local communities and has a long and proud history.	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-C9-2142	This would seriously impact the safe and convenient access and exit of parents and children, players, and spectators, and the very many community and business groups who use the club facilities throughout the year.	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-C9-2142	It is obvious that the map of the route has been taken from Ordnance Survey maps without taking into account local terrain the proposed route will pass through our clubhouse.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2147	The removal of parking along the Boreenmanna Rd, Ballinlough Rd and Douglas Rd will negatively impact all residents but in particular elderly residents who may have family, carers, medical professionals and services such as meals on wheel drivers unable to park safely while making their visits.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2147	The tree lined aspect of Boreenmanna Road is pleasant for pedestrians, cyclists and motorists. The felling of mature trees will impact poorly on the air quality in the area and negatively impact the overall biodiversity locally. The removal of trees may lead to more subsidence, together with an increased risk of flooding and sink holes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2150	But these proposals lack understanding of the local area and the connectivity between communities.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2150	The damage to our general environment in cutting all these trees down is further exasperated by the increase in the number of lanes to create some kind of concrete jungle. The environment loses. The community loses. The old park walls and hedging is lost and there are no plans even for replacing this damage. This new plan reduced the quality of the road entirely for pedestrians. Pedestrians appear to be one of the greater losers, traffics lanes abound, trees will be destroyed and the pathways in parts will reduce.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2157	Further as someone who has lived in Avondale Park for the past 18 years I have extensive experiences of people parking badly for matches in Pairc Ui Ring and Pairc Ui Chaoimh. I'm very concerned that if a bus corridor is introduced along Boreenmanna Road it will make life in our park completely intolerable when matches are on because all the people who currently park along Boreenmanna Road for matches will be forced further into the residential areas such as our park to find parking.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2157	As a parent with children in two of the primary schools in the area I believe it will be very difficult to drop and collect my children safely in their schools if all of the current parking areas are removed around Ballintemple NS Crab Lane and also below Ballinlough park on Boreenmanna road where I currently park to walk my son off to Saint Anthony's in the mornings, through the park.	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
NTA-C9-2158	"J" would potentially remove 191 trees Furthermore, removing so many trees near an urban area would take away the help the trees provide in clearing the carbon dioxide from the air.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2174	I would propose that alternative options need to be explored fully before the blunt instrument of heavy infrastructure be deployed.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2174	I note that this proposed bus corridor involves the removal of 191 mature trees from our neighbourhood. I also note that this only counts the removal of trees publicly owned spaces and not the additional removal of trees from private gardens or premises.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2174	I'd like to highlight that we did not receive any correspondence from the NTA even though our street is specifically mentioned for change in the Route J brochure. The NTA has displayed a disregard for the people of Cork City in its approach to these changes which will reshape the city around us.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2186	I wish formally log my opposition to the proposed bus corridor for the Boreenmanna Road on Cork. We live in close proximity to the City which are present maintains a relatively low traffic footprint which will be dramatically different if changes are implemented.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2186	The Boreenmanna Road is used by runners and walkers throughout the day, which is enhanced by the lined trees and open footpaths. Exercise in a clean and relatively quiet environment is vital to the mental well being, now that people work from home and have busier lives.	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-C9-2186	Removal of parking would have a detrimental impact on the local community, forcing people to park elsewhere and more likely legally, which is creating new problems rather than generating positive outcomes.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2195	Support need for new ped/cycle bridge (from Hibernian Road to Rockboro Rd) but suggest that existing is maintained until new bridge is ready for installation. Alternatively, maintain existing for pedestrian only and create additional cycle bridge.	Noted, thank you for your submission.
NTA-C9-2195	Supportive of Toucan crossings though a more appropriate location is likely to be at the bottom of Ballinlough Park rather than Belfield Avenue.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Suggest that filtered permeability is applied at pinch point near green space at Glencoo Park to eliminate rat-running. Existing pedestrian permeability via Oakfield Lawn (adjacent to Maxol station and Cherry Court) is missing on this map but should be improved for safety.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	suggest filtered permeability at Crab Lane.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Suggest removal of left turn lane on Ballinlough Road in accordance with DMURS. Suggest Zebra east of existing pedestrian crossing near Silver Key PH and new tree planting.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Suggest that further traffic calming and safety measures be considered including addressing of the many legacy junctions, implementing formal pedestrian crossings, speed tables and gateway treatments near schools, use of existing parking areas for Park and Stride, lighting improvements.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Over-riding concern for residents of the wider Ballinlough area is the displaced traffic that may result as a result of changes to traffic flows to Douglas Road and Boreenmanna Road	Please see the NTA's response to Issue 1 in this report
NTA-C9-2195	suggest consideration of dedicated ped/ cycle bridge over N40	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2195	Query the need to maintain turning lanes at Churchyard Lane/ Boreenmanna Road junction. Junction is excessively wide as is for a local road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Suggest camera enforcement at junction with Mahon Link Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-2195	Suggest that trees should be maintained as much as possible with use of cycle path immediately adjacent to trees on roadside.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2195	Suggest the use of bus gates near pinch points where continuous bus lanes cannot be achieved and trees can be maintained.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2195	Support for local access only on Rockboro Rd.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2195	support new Toucan Crossing at Rockboro Ave junction with Boreenmanna Road at natural desire line.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2195	Support redesign of parking spaces outside of Pairc Ui Rinn for use for disabled and coach parking.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2195	Support new footpaths, protected cycle lanes and new tree planting at eastern edge and improvement of grass verge at Churchyard Lane/Boreenmanna Rd.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2195	support signalisation and junction tightening of junction of Ballinlough Road/ Churchyard Lane and new footpaths and cycle lanes at eastern edge.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2195	Broadly support new inbound bus lane and reallocation of unnecessary on-street parking on northern side of Skehard Road. Welcome removal of left-turn lane at Church Road.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2197	The Bus Connects plan will offer a frequent, efficient and convenient bus service right on our doorstep. These improvements will not only benefit the residents who live here but will also be a gamechanger for the three schools on Boreenmanna road.	Please see the NTA's response to Issue 13 in this report
NTA-C9-2198	Take peoples' front gardens away- it'll save them having to mow the lawn.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2198	The Route J plan has not been properly thought through. It has not been evaluated on its own merits. Conversely, it has received a generic consultation devoid of specific consideration. This is a clear example of people not doing their jobs' properly.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2198	Sure, great idea. Get rid of over a hundred trees- no problem.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2207	However we cannot do that at the expense of green spaces and removal of hundreds, if not, thousands of trees. The Boreenmanna road is a beautiful, aesthetically pleasing road with the mature trees lining both sides. These cannot be removed, especially considering as an active cyclist and user of the road itself, I do not see much benefit in this proposal as this road is wide enough and for the majority of times is perfectly suitable for its needs. We simply cannot remove these trees and green spaces. This point also applies to Ballinlough park, as it seems to propose taking some of the park for this proposal. Again this is simply unacceptable in the world we live in at the moment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2222	the toucan crossings need to be better positioned. One should be directly across from the fairy park to the new ballintemple school site.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2222	There will be no parking spaces left for schools on the road, let alone residents or people attending pairc ui rinn. Please include more spots especially near the schools (note the proposed new ballintemple ns).	Please see the NTA's response to Issue 5 in this report
NTA-C9-2222	It removes all the beautiful trees. Please try to replant the same number of trees along the road. The trees are my favourite aspect of this road and why I chose to live on it.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2244	<p>The Douglas / Ballinlough / Bellair area is a known subsidence risk area. Significant works of this nature could impact our home and or other properties in the area.</p> <ul style="list-style-type: none"> • 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-C9-2251	The submission states that the proposed bus stops on Skehard Road at the junction with Well road (Map 9) will not serve route 14 of the Cork New Bus Network, and should be relocated from the north-western arm to the eastern arm of the junction to serve this route and facilitate interchange between routes 1, 14 and 20.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2251	The submission states that the proposed bus stops near the junction of Skehard Road and Bessboro Road Road (Map 12) should be supplemented with an additional stop on the southern arm of the junction to serve the outbound direction of route 20 of the Cork New Bus Network and to facilitate interchange between routes 1, 4, 14 and 20 in all directions.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2271	<p>One alternative option would be to make the road one way for regular traffic. With the Ballinlough Rd & Blackrock Rd running parallel to the Boreenmanna Rd this would be a viable option for the traffic from the lane being lost.</p> <p>I would also suggest that there is no need for turning lanes along the route, after all the idea is to make public transport more convenient, not private cars. I also think the above strategy of removing a car lane could be applied to the Douglas Rd where any displaced cars could use the parallel South Douglas Rd as an alternative.</p> <p>I would also suggest that any pedestrian crossings along the route would take into consideration the amount of time it takes for an elderly person, or a family with a young child learning to walk, to comfortably cross a road which contains 2 bike, 2 bus and 2 car lanes.</p> <p>Where possible along any of the routes I think it could be preferable to keep the bike lanes together one one side of the road and separated from the other lanes.</p> <p>Places like the South Mall & Anglesea St are good examples of this and could be a more enjoyable experience for all road users.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2271	<p>The route through the Boreenmanna Rd is going to result in the removal of a significant loss of established trees.</p> <p>As we are in the midst of a climate & biodiversity crisis I think every effort should be taken to minimise this loss.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2281	significant impact along the Boreenmanna Rd in terms of loss of trees and natural features, and associated biodiversity.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2429	The Boreenmanna Road is also included in a Busconnect plan -- STC Route J. In terms of connecting from Ballinlough Road via Wallace's Avenue or Willow Park, there seems to be little impact on traffic flow from using that route into City. (STCJ page 35-37). However this depends on whether traffic volumes increase from diverting from Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2437	The Boreenmanna Road is also included in a Busconnect plan -- STC Route J. In terms of connecting from Ballinlough Road via Wallace's Avenue or Willow Park, there seems to be little impact on traffic flow from using that route into City. (STCJ page 35-37). However this depends on whether traffic volumes increase from diverting from Douglas Road.	Please see the NTA's response to Issue 2 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2471	<p>Pages from Book J Mahon Point to City</p> <p>Page 35: Bus stop is planned too close to the exit</p> <p>Page 42: Bus heading towards Mahon to Temple Hill Junction a bit too close to turning left</p> <p>Page 46: New bus stop at Super Valu/Church Road on left hand side of the road (church road side) is too close to Church Road possible with cars turning left onto Church Road</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2471	Great that the footbridge is to be widened but not great news to hear that Rockboro Road will be bollarded off at the foot-bridge end for cars to park by Gas Networks	Please see the NTA's response to Issue 13 in this report Please see the NTA's response to Issue 2 in this report
NTA-C9-2471	Object to removal of 100s of trees at Ballinlough Community Park	Please see the NTA's response to Issue 4 in this report
NTA-C9-2471	<p>Pages from Book J Mahon Point to City</p> <p>Page 36: Why do you need a toucan crossing at Yorkboro when people can and should cross at Victoria Cross/Wallace Ace Junction</p> <p>Page 37: Toucan crossing too close to the exit of Willow Lawn and The Oaks. Melrose would be a better spot</p> <p>Page 50: Toucan crossing get rid of as people can use the Mahon Point Junction to cross the road</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2471	<p>Page 38 of Mahon to City book</p> <p>Objection to proposed new boundary at Ballinlough Community Park. There are few public parks in the area without taking and reducing the park in which the Ballinlough Youth Club, Scouts, Tennis Club and Ballinlough Fairies use throughout the year. Along with the annual festival at the end of August. Reducing the Ballinlough Community Park is a terrible idea. Having this space is needed especially after Covid, it was great to be able to walk around for fresh air, mental health and meet up with locals.</p>	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-C9-2514	<p>loss of 54 mature trees will impact the boreenmanna road residents.</p> <p>Destruction of these trees will make the area bland and people won't want to live there.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2518	Closing off Rockboro road to traffic at the east end of the Hibernian road pedestrian bridge with bollards will just annoy the locals and others who use it. It is a relatively quiet road anyway, and not much traffic uses it	Please see the NTA's response to Issue 2 in this report
NTA-C9-2518	<p>For cycling, one has to cycle downhill past the bridge and back uphill again to get on the eastern end of the bridge over South Link Road</p> <p>There are much easier and more convenient ways to access the city centre from the south east and east on foot or by bike than by using this bridge. For example: Old Blackrock road, and Victoria road.</p> <p>I regularly cycle from Ballinlough to Cork city using the Boreenmana road.</p> <p>As a cyclist I would never lengthen my journey and add a hill to use the out of the way pedestrian bridge from Rockboro to Hibernian road -that would be just plain stupid.</p> <p>with the new bus lane along the south link road between the end of Boreenmanna road and Old Station road would feel very safe and comfortable for cycling as you wouldn't be cycling in fast moving general traffic</p>	<p>The proposal is to replace the Hibernian Footbridge with a new wider bridge that lands at Rockboro Road, and so there would not be a requirement to go downhill and back up hill again to each the bridge.</p> <p>The cycle facilities are being designed to be used by unconfident cyclists and for those aged Please see the NTA's response to Issue 8 in this report-Please see the NTA's response to Issue 8 in this report. Mixing cyclists with buses or high levels of traffic was not considered to be an appropriate solution for the Bus Connects cycle route, however confident cyclists could still use this route if they wished.</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-2518	the pedestrian bridge over the South link road is to be revamped as a part of the Sustainable Transport plan. This pedestrian bridge is not really used much at the moment. It is not on any principle access route to and from the city centre	This bridge is a primary route on the Cork Cycling Network. Upgrading it would create a safer more convenient route for pedestrians and cyclists
NTA-C9-2522	Bus gates should not be 24 hrs	Please see the NTA's response to Issue 2 in this report
NTA-C9-2523	The Bus does not need to be redesigned as it is currently working without disruption and there is no need to increase the bus speed	Please see the NTA's response to Issue 9 in this report
NTA-C9-2523	The people of Boreenmanna say that the buses are never delayed. When they travel by car they don't find any delays.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2524	There will be inconvenience to schools in the vicinity	Please see the NTA's response to Issue 9 in this report
NTA-C9-2524	loss of value of properties in the area Boreenmanna road.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2524	removal of trees in the area Boreenmanna road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2524	reduced the speed in the area of Boreenmanna road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2525	It is a barbaric attack on our landscape It is annihilation of our trees, green earth, hedges and grasses.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2525	this plan is a barbaric attack on landscape it is butchering the trees losing up to 60% of bird breeds	Please see the NTA's response to Issue 4 in this report
NTA-C9-2525	risk of flooding and subsidence from construction and increase of road traffic	Please see the NTA's response to Issue 7 in this report
NTA-C9-2526	Traffic build up outside the houses in Boreenmanna road.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2526	The trees are essential to the area because it blocks out the noise pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2526	Impact on privacy in area houses.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2527	Protect the historical features in the city	Please see the NTA's response to Issue 4 in this report
NTA-C9-2527	loss of trees will impact people seeing their houses.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2528	improve cleaning of air pollution, protection of birds.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2528	Reducing parking for residents and their families. carers when visiting have no parking. No parking in hospital for visitors.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2528	The loss of trees will have a huge impact on the community of Ballinlough road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2528	Safety for cyclists when in the city. Pedestrian safety is really important. As well reduce the speed on the main road so everyone is safe.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2529	Removal of 283 on street parking will have a big effect. No drop off at school for children Funeral homes will be impacted As well as the two stadiums there will be no parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2529	This plan will impact the value of their property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2529	Loss of almost 200 trees will have a big impact on the community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2529	Safety for people when crossing road to school than it already is.	Please see the NTA's response to Issue 3 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2530	Urgent need to upgrade bus stop at Kevin O'Leary / Ashdale Park bus stop. Badly need to be replaced with seating. Presently is dangerous due to exiting traffic from Centra store.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2531	We need such gifts of nature for our physical and mental well being.	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-C9-2532	Disable drivers parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2533	Disable drivers parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2534	The removal of parking spaces from Boreenmanna road for residents are disabled and use wheelchairs.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2534	Concert and mach attendees in Paire Ui Chaoimh usually are advised to park on Borrenmanna Road. All these activities are part of life and the economy and what people like to do and having no available parking spaces to do any of these things does not help.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2534	The removal of parking spaces from Boreenmanna road for residents who do not have a driveway.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2534	The removal of parking spaces for people who visit the area to attend to patients, elderly parents or loved one. It is also a parking area for staff who work in the South Infirmary Hospital who do not have adequate parking there. The South Infirmary is a growing health care facility and parking is a difficulty for the large staff. Boreenmanna Road was the solution to that problem. There is not enough park and ride facilities in the city.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2534	Crab Lane Junior School is located on Borreenmanna Road. If the road has no parking there will no parking for staff or for parents .	Please see the NTA's response to Issue 5 in this report
NTA-C9-2534	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
NTA-C9-2534	These proposals need to be modified for a city this size. They are brutal and uncaring to a community that live in these area. People live by busy roads but now they are expected to give up gardens, access for parking and have a road now even nearer to their property.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2534	Established trees will be removed and the NTA will claim that they will be replaced by other trees. They will be replaced by saplings who will not be affective as a large tree in the consumption of Carbon Dioxide and other toxin as they will not be as big as the old trees. It will take years to reach the effectiveness of the present trees. This is greenwashing. The removal of trees can be undone long after it is established that this whole change is a disaster.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2534	The unnecessary expense to a perfectly good road. Traffic patterns need to be studied more to analyse the flow of traffic.	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-C9-2534	Is it necessary to have four lanes of traffic for Boreenmanna road - two for buses and two for car as well as bike lanes? The end of Boreenmanna Road meets the ring road which is two laned. It would make more sense to have a lane in and a lane out when going into or out of the ring road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2534	Some people are genuinely traumatised via the crude communication of what is going to happen to their homes and to them especially elderly people - letters dropped through their letter boxes not even addressed to them.	Please see the NTA's response to Issue 11 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2534	Increase in traffic on Boreenmanna Road will lead to safety risks, congestion, speeding and increased fume emissions.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2536	Have they thought how this will affect the schools in the area, do they expect them to cycle on an Irish raining day. Do you expect people in the over 50's to cycle?	Please see the NTA's response to Issue 9 in this report
NTA-C9-2537	I have also used the bus service on both the Boreenmanna Rd., and the Ballinlough Rd., and have found both services toe efficient and sufficient in their current service (never oversubscribed in fact always operating at half to three quarters full capacity.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2537	As a cyclist I have found cycling in and out of the city, to Blackrock, Douglas, Passage etc., to be safe and sustainable in its current state.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2537	I am an advocate for sustainability and a greener environment (we are applying for our 8" green flag in school) I cannot see this as being environmentally friendly cutting down 190 trees on the Boreenmanna Rd., taking people's gardens etc., we do not have the same footfall or population as Dublin.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2537	I have never found traffic congestion, cyclists, buses to be a problem and to hinder my commute to or from work and back to other meetings/social events, funerals etc.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2538	Lack of parking on long Boreenmanna Rd causing over-parking on Rockboro Avenue, leaving residents of Rockboro Avenue without parking. Suggestion to introduce parking permits for residents of Rockboro to solve this issue.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2539	Concerns about parking for funerals (O'Connor Bros), GAA matches (Pairc Ni Rinn) and school (Crab Lane and Ashton).	Please see the NTA's response to Issue 5 in this report
NTA-C9-2539	It is shameful to suggest the mass destruction of up to 190 trees in an environmental disaster.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2539	Boreenmanna Rd doesn't need any changes as existing transport functions well.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2539	Objection to the idea of CPO.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2540	Access to R1 from Beaumont Drive is currently via an unlit footpath on Beaumont Quarry and should be improved.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2540	Project is damaging to the environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2541	Objection to close Rockboro Road as it will increase traffic and parking demand on Rockboro Avenue leaving residents of Rockboro Avenue no space to park.	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-C9-2542	Map 2 - All the introductions along this route with the increase in PT will fail and be backed up at the junction with the Southlink	Bus priority via dedicated bus lanes is proposed here and so the buses would be able to pass through this junction unaffected by congestion
NTA-C9-2542	Map 3, page 36 - The proposal is over engineering of an existing wide road to make it wider without any reference to good urban design and placemaking	Please see the NTA's response to Issue 4 in this report
NTA-C9-2542	Map 3, page 36 - The loss of trees is unacceptable with no replacement proposed	Please see the NTA's response to Issue 4 in this report
NTA-C9-2542	Map 4 - A photomontage of the existing and proposed development should be included, omitting this is a failure of your public consultation	Please see the NTA's response to Issue 11 in this report
NTA-C9-2543	I cannot reverse into my garden on Boreenmanna Road due to traffic density and speed I will have to reverse out through a bus lane, cycle lane and footpath to access the road The bus stop may cause a bus to impact my view	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-C9-2543	Bus stop on Map 6 should be kept where it is	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2543	Increase in emissions with the bus so close to home on Boreenmanna Road	Please see the NTA's response to Issue 1 in this report
NTA-C9-2544	The proposed widening of the road to facilitate four lanes of traffic means narrowing the footpaths which is totally unacceptable.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2544	Where are residents going to park if street is no longer available?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2545	the 215A has never had any problem with its passage along the Boreenmanna Road, whatever about other parts of the route. It does have serious holdups at peak times at the Ring Road Junction and this should have been addressed as part of your remit if delays are to be avoided in the future.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2545	Boreenmanna Road has parking facilities for the residents, our families and visitors and it beggars belief that you propose eliminating all those parking spaces which also serve students, teachers and staff of the schools on Boreenmanna Road.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2545	We cannot believe that a body which seeks to protect the environment and create a sustainable healthy atmosphere would seriously propose the large scale destruction of so many mature trees Yorkboro off the Boreenmanna Road These trees are part of our heritage and contribute to the attractive avenue style road to and from the city.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2546	The increase in traffic and loss of 'buffer-space' in front of their property on Boreenmanna Road will make entering and exiting the property by car more hazardous	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-C9-2546	Noise-levels are going to increase and be in closer proximity to the property on Boreenmanna Road Noise and light pollution from proposed Toucan crossing in close proximity to the property The Toucan crossing in close proximity to the property should be 'muted', in particular at night to address noise pollution. The placement and usage of any lights on the crossing should minimise light pollution for residents (for example, bright flashing lights at night)	Please see the NTA's response to Issue 12 in this report
NTA-C9-2546	There will be less parking in the area on Boreenmanna Road impacting the ability for family to visit and care for our elderly and vulnerable parents	Please see the NTA's response to Issue 5 in this report
NTA-C9-2546	Overall, I expect there will be a negative impact on the valuation of their property on Boreenmanna Road and at this stage of their lives they are too frail to relocate	Please see the NTA's response to Issue 7 in this report
NTA-C9-2546	There's a pedestrian path running down their next-door neighbour's house opening onto the shared space in front of both properties. Their neighbour agrees that the walkway should be extended directly to the Boreenmanna road. This would mitigate the footfall issue.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2546	They are losing a large wall on the Boreenmanna road that shields the property (albeit a wall on public property). The wall boundary separating the land outside the houses and the road should be re-built to the same height as before. We'd like the loss of land to be limited to only what is absolutely necessary and the ownership of whatever is left be transferred to the two houses in an equitable manner. Our parents are compensated financially for any residual deficiency in property valuation such that they are made whole from the works inconvenience, traffic impact and property devaluation	Please see the NTA's response to Issue 6 in this report
NTA-C9-2546	Traffic is going to move closer to their house and they will have less privacy on Boreenmanna Road	Please see the NTA's response to Issue 7 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2546	Both households on Boreenmanna Road should be closely consulted on the property entry points off the road to maximise safety, convenience and parking.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2547	Cork Constitution FC has an access to Churchyard Lane at the north end of the grounds. This is a second gate used GAA match pitch parking, access by ambulance, emergency services and maintenance providers. This entrance is not clearly shown on the drawings provided.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2547	Provide car parking in the area of the of the old water tank to the north of Cherrington or in front of the pitch & putt club Provide public car parking in the quarry area Could circular routes be considered for buses and/or bicycles with a single footpath. This would reduce the width requirement atr1d give space for on-street parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2547	There is no justification for a bus lane running north towards the city outside of Cork Constitution FC. There is never traffic congestion in this area in peak hours except when there is an event such as a big match or concert. Perhaps a 200m bus lane would suffice before the traffic lights to prevent bus delays due to traffic congestion at traffic lights Bus corridors further north or south along Boreenmanna road towards Skehard Road Junction and beyond Crab Lane to the Ballinlough road junction should be in operation for peak hours only which will provide for parking during busy events or simultaneous events in Paire Ui Rinn, Cork Constitution FC or O'Connor's funeral home	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-C9-2547	The provision of a cycle lane on Churchyard Lane from Silver Quay pub up to Paire Ui Rinn eliminates any possibility of on-street parking on this stretch. However, such a cycle lane is not required if alternative options are considered for potential users of such a cycle lane. <ul style="list-style-type: none"> • Cyclists from Skehard road and Mahon area can use the existing cycle lane on Skehard road as far as the Blackrock greenway and then go into town via Monaghan Road • They can also go from Churchyard Lane via Beaumont Public Park and Beaumont drive down to the Blackrock greenway • Cyclists from Well Road can go a number of ways towards schools and town via Woodview and Douglas Road or Ballinlough Road. Such routes go directly past the schools in the area • Where road width is a challenge consider the provision of a 2.5m contraflow cycle lane instead of two 1.8m lanes on each side of the road 	Please see the NTA's response to Issue 5 in this report Please see the NTA's response to Issue 12 in this report
NTA-C9-2547	To facilitate the large number of people attending Cork Constitution FC the club at different times there is a need for a drop off/ collection area in addition to the on-site and off-site parking to ensure a safe access for atl patrons. Over 300 juveniles from age 7 to 13 train in the club grounds on Saturday mornings. Many parents stay on site for the duration of the training for safety reasons. Up to 100 youths and adults train and play matches during the week and weekend. Senior Energia AIL matches can attract a crowd of over 1,000.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2547	Cork Constitution FC provides a social outlet for children, young adults and senior citizens though summer camps, TAG rugby, bridge clubs and keep fit classes. The club facilities are also available to residents and business community for meetings, seminars, and social occasions. In these ways the club plays a very important role in the local community.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2547	The off-site parking is absolutely essential for the safe access from a very busy roadway at Cork Constitution FC If buses are now to be added, then the extra traffic will increase the safety risk and the need for parking in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2548	Entering and exiting the property will be more difficult due to the volume of traffic on Boreenmanna 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-C9-2548	Parking on Boreenmanna Road is critical for those with reduced mobility	Please see the NTA's response to Issue 5 in this report
NTA-C9-2548	The pedestrian walkway that links the Ballinlough Road to the Boreenmanna Road via Oakfield Lawn will see much greater footfall and the potential for additional anti social behaviour. Wall height should increase to mitigate this	Please see the NTA's response to Issue 12 in this report
NTA-C9-2548	The proposed changes tear at the fabric of the character of the Boreenmanna road, turning it into a super highway for buses and cars, devoid of any nature and will be an unpleasant sterile place to walk.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2548	Traffic will move closer to the house and so noise levels will increase on boreenmanna Road Light pollution from the proposed Toucan crossing in close proximity to the house.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2548	There is ample parking on Boreenmanna Road today for my family to come and visit.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2548	I expect that the proposed changes will adversely impact the value of my house on Boreenmanna Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2548	The pedestrian path should be extended directly to the Boreenmanna Road. The Toucan crossing proposed should be relocated closer to the existing bus stop to reduce the visual pollution to as many residents as possible.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2548	A considerable amount of the land will be lost to the road expansion. I would request that whatever land is left be transferred equitably to the two houses on Boreenmanna Road The wall separating the houses and the road should be rebuilt to the same height as before. financially compensated for any residual deficiency in the value of our properties.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2548	Loss of privacy with the removal of a large wall that shields the house on Boreenmanna Road today. This wall is on public property today.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2548	There is an error in the plans published in Booklet J page 38. The bus stop location is incorrect as the current bus stop is 100m down the road nearer to the entrance to the Ballinlough Community Centre. Please amend the plans to reflect the current location of the bus stop.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2548	I am worried for my safety in the future as any late night bus services may increase the level of anti social behaviour outside my house or in the walkway on Boreenmanna Road	Please see the NTA's response to Issue 3 in this report
NTA-C9-2549	The cutting down of the majority of the trees on Boreenmanna Road, the widening of the road to at least 4 lanes tears at the fabric of the area turning it into a sterile super highway for buses and cars. A leafy quiet suburb will become an urban and characterless place to live.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2549	I am concerned with the increased level of noise pollution from the traffic which will be funnelled down this road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2549	It is a crazy proposal to remove all parking from the Boreenmanna Road as current parking is used to access schools, doctors surgeries, a funeral home, Pare Uf Rinn and the Ballinlough Community Centre. There will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2549	I cannot support the plan as it stands today given the negative impact of 191 roadside trees would be removed to reduce the bus journey time by just 13 minutes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2549	The proposal for the route states that 73 homes would be impacted I cannot support the plan as it stands today Given the negative impact to the local area at	Please see the NTA's response to Issue 6 in this report
NTA-C9-2550	The cutting down of the majority of the trees on Borenmanna Road, the widening of the road to at least 4 lanes tears at the fabric of the area turning it into a sterile super highway for buses and cars. A leafy quiet suburb will become an urban and characterless place to live.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2550	I am concerned with the increased level of noise pollution from the traffic which will be funnelled down this road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2550	It is crazy proposal to remove all parking from the Borenmanna Road as current parking is used to access schools, doctors surgeries, a funeral home, Pare Uf Rinn and the Ballinlough Community Centre. There will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2550	I cannot support the plan as it stands today given the negative impact of 191 roadside trees would be removed to reduce the bus journey time by just 13 minutes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2550	The proposal for the route states that 73 homes would be impacted I cannot support the plan as it stands today Given the negative impact to the local area at	Please see the NTA's response to Issue 6 in this report
NTA-C9-2551	Extra lanes would be disastorous, as turning right is already extremely difficult on Borenmanna 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-C9-2551	Page 36 - There is no indication that the tress will be retained in Yorkboro. There are bats there also Those trees are essential to protect agaisnt sound and pollution It was indicated to me by an engineer that the green area and trees will be retained	Please see the NTA's response to Issue 4 in this report
NTA-C9-2551	The intrusion to the back of our garden would impact our privacy on Borenmanna Road	Please see the NTA's response to Issue 7 in this report
NTA-C9-2551	Page 36 - The green area is blank in brochure	Please see the NTA's response to Issue 1 in this report
NTA-C9-2552	The Mahon to Blarney bus passing through Ballinlough is fine the way it is. Ideally a 20 minute service would be great, all bus stops to have shelters and electronic time boards. Older people must have this service, they cannot be expected to walk long distances down to the Borenmanna Rd,up and down steep hills, in inclement weather, bringing shopping etc Same can be said of people who bring buggies,young children on buses also. Wheelchair users will be totally discommoded from using public transport in Ballinlough.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2552	The changes to the traffic flow coming from Douglas to town is going to funnel vehicles through residential areas with unforeseen consequences which can't then be reversed. Bernadette Way will become a rat run Traffic congestion/blockages through Cork city is largely made up of lorries and trucks traversing the city from north to south. This has nothing to do with getting more of us on buses or cycling	Please see the NTA's response to Issue 2 in this report
NTA-C9-2552	Road/driveway surfaces must be preserved as they are. Increased hard coverage forces runoff of rainwater into overfilled gulleys, increasing flooding in an already flood prone city.	Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2552	The destruction of our trees will add hugely to this problem of flooding as they already soak up so much water.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2552	The only pinch point for buses on the Ballinlough Rd is outside ODriscoll's shop where parking is currently allowed on the two sides of the road. Putting double yellow lines on the opposite side of the road would alleviate this as would frequent policing of the area.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2552	If a string of park and rides were established all around the city limits with free smaller shuttle buses it would remove a significant portion of cars definitely from the Boreenmanna Rd and presumably other areas as people working in town park their cars as near as possible to the outside of the residents parking limit. This would reduce pollution, and congestion with no road disruption and uprooting of our precious tree stock and obliteration of peoples' gardens which is their right to keep.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2552	Only those who received CPOs apparently were told of these plans, the rest of us found out by word of mouth. That's a scandalous abuse of democracy. I know they're available online but there was no really open advertising campaign to inform us of them	Please see the NTA's response to Issue 11 in this report
NTA-C9-2552	We live in a subsidence prone area of the city due to being built on limestone and historically c15 quarries from Beaumont to the city centre. Insurance for subsidence is unobtainable and the proposed construction of this road widening will disrupt fragile underground structures.	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-C9-2553	The bus serving Ballinlough will be reduced to one bus an hour. No thought given to schools in this area	Please see the NTA's response to Issue 10 in this report
NTA-C9-2553	Where will all the cars park if parking is removed on Boreenmanna Road. There is also a funeral home and sports clubs located here	Please see the NTA's response to Issue 5 in this report
NTA-C9-2553	The beautiful trees on the Boreenmanna Road cannot be uprooted	Please see the NTA's response to Issue 4 in this report
NTA-C9-2554	The cutting down of the majority of the trees on Boreenmanna Road, the widening of the road to at least 4 lanes tears at the fabric of the area turning it into a sterile super highway for buses and cars. A leafy quiet suburb will become an urban and characterless place to live.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2554	I am concerned with the increased level of noise pollution from the traffic which will be funnelled down this road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2554	It is crazy proposal to remove all parking from the Boreenmanna Road as current parking is used to access schools, doctors surgeries, a funeral home, Pare Uf Rinn and the Ballinlough Community Centre. There will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2554	I cannot support the plan as it stands today given the negative impact of 191 roadside trees would be removed to reduce the bus journey time by just 13 minutes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2554	The proposal for the route states that 73 homes would be impacted I cannot support the plan as it stands today Given the negative impact to the local area at	Please see the NTA's response to Issue 6 in this report
NTA-C9-2555	We need our disabled parking space on Boreenmanna Road	Please see the NTA's response to Issue 5 in this report
NTA-C9-2555	Boreenmanna Road is not wide enough for the kind of traffic proposed and extra lanes	Please see the NTA's response to Issue 9 in this report
NTA-C9-2555	Imagine all the noise of the traffic passing on the Boreenmanna Road	Please see the NTA's response to Issue 1 in this report
NTA-C9-2555	Proposals want to take parking space outside door which we cannot do without on Boreenmanna Road	Please see the NTA's response to Issue 5 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2556	The cutting down of the majority of the trees on Borenmann Road, the widening of the road to at least 4 lanes tears at the fabric of the area turning it into a sterile super highway for buses and cars. A leafy quiet suburb will become an urban and characterless place to live.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2556	I am concerned with the increased level of noise pollution from the traffic which will be funnelled down this road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2556	It is crazy proposal to remove all parking from the Boreenmanna Road as current parking is used to access schools, doctors surgeries, a funeral home, Pare Uf Rinn and the Ballinlough Community Centre. There will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2556	I cannot support the plan as it stands today given the negative impact of 191 roadside trees would be removed to reduce the bus journey time by just 13 minutes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2556	The proposal for the route states that 73 homes would be impacted I cannot support the plan as it stands today Given the negative impact to the local area at	Please see the NTA's response to Issue 6 in this report
NTA-C9-2557	The cutting down of the majority of the trees on Borenmann Road, the widening of the road to at least 4 lanes tears at the fabric of the area turning it into a sterile super highway for buses and cars. A leafy quiet suburb will become an urban and characterless place to live.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2557	I am concerned with the increased level of noise pollution from the traffic which will be funnelled down this road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2557	It is crazy proposal to remove all parking from the Boreenmanna Road as current parking is used to access schools, doctors surgeries, a funeral home, Pare Uf Rinn and the Ballinlough Community Centre. There will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2557	I cannot support the plan as it stands today given the negative impact of 191 roadside trees would be removed to reduce the bus journey time by just 13 minutes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2557	The proposal for the route states that 73 homes would be impacted I cannot support the plan as it stands today Given the negative impact to the local area at	Please see the NTA's response to Issue 6 in this report
NTA-C9-2558	The cutting down of the majority of the trees on Borenmann Road, the widening of the road to at least 4 lanes tears at the fabric of the area turning it into a sterile super highway for buses and cars. A leafy quiet suburb will become an urban and characterless place to live.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2558	I am concerned with the increased level of noise pollution from the traffic which will be funnelled down this road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2558	It is crazy proposal to remove all parking from the Boreenmanna Road as current parking is used to access schools, doctors surgeries, a funeral home, Pare Uf Rinn and the Ballinlough Community Centre. There will be no alternative parking as the Ballinlough Road is too narrow and very congested as it is.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2558	I cannot support the plan as it stands today given the negative impact of 191 roadside trees would be removed to reduce the bus journey time by just 13 minutes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2558	The proposal for the route states that 73 homes would be impacted I cannot support the plan as it stands today Given the negative impact to the local area at	Please see the NTA's response to Issue 6 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2563	Know the wall is unnecessarily expensive and a total waste of public money. There is plenty of scope to widen the road adequately by removing part of the footpath directly opposite the wall.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2752	Bus stop should be located on the opposite side of the road.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2753	This will have a big impact on the area by removing the trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2754	More buses needed on the route on Boreenmanna road.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2754	The route proposed in the plan will have an impact on the elderly people in parish.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2755	Family won't be able to visit loved ones	Please see the NTA's response to Issue 2 in this report
NTA-C9-2755	reduced parking outside local business.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2755	This plan will have an impact on community.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2755	This plan will cause the devaluation of the person's property.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2755	The loss of trees will have a terrible impact on the environment in the area.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2756	one resident in the area who is a wheelchair user will have difficulty accessing there property.	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-C9-2756	The noise and air pollution caused by the busy traffic on the road.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2756	Reduced parking for people dropping there kids off at school.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2756	The loss of trees will have an impact on the environment.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2757	Impact on wildlife No green area for wildlife to live	Please see the NTA's response to Issue 4 in this report
NTA-C9-2757	Reduced parking for dropping off children to school	Please see the NTA's response to Issue 5 in this report
NTA-C9-2757	the mature trees will impact the health and wellbeing of the residents	Please see the NTA's response to Issue 4 in this report
NTA-C9-2758	Diverted traffic from Douglas to bellair will create a massive build up in Wallaces avenue.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2758	This will lots of rat runs due to the removal of parking on ballinlough road. Also take into consideration with access to lady of lourdes and dropping off children to school.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2758	The loss of 60 mature trees will have an big impact on climate change. Also the noise and air pollution.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2759	During peak hours the people find it very hard to drive in and out of there property.	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-C9-2760	These quite residential parks are narrow and are not wide enough to cater for parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-2760	This situation is not being helped by narrowing the boreenmanna road accross rockboro avenue. And the situation will become even worse when the traffic is diverted from douglas to Ballinlough parish.	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	Submission Statement	CE response and recommendation
NTA-C9-2760	while this junction is very busy during school time. It will cause a serious accident waiting to come	Please see the NTA's response to Issue 3 in this report
NTA-C9-2761	The removal of parking will impact people going matches in pairc Ui Rinn. Also the removal of parking will impact the residents on Boreenmanna road and residents of silverdale.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2761	By removing the trees Will impact on protection against traffic noise and noise from emissions coming from the silver key pub and the restaurent.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2775	The development of Scoil Íósaf Naofa will need provision for the collection and drop off of pupils with Additional Needs via buses/ taxis.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2775	Scoil Íósaf Naofa serves a large section of the Ballintemple community and the Proposal removes all parking for drop off / collection completely. The Board would welcome alternatives from the NTA to assist the parents, staff and public access the school, allowing for such drop offs or emergency visits to the School.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2775	The Proposal provides for the removal of several well established trees along Route J and some outside the School. The Board does not agree with such an approach from an environmental standpoint and would welcome alternative measures to retain the trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2775	The Proposal does not provide for a crossing point for pupils at Scoil Íósaf Naofa but rather at a corner of a road junction to the south, which is some distance from the School and another crossing to the north, again some distance from the School. This is of concern to us as the safety of pupils and staff arriving and departing the School is of paramount importance to the Board at all times. It would be the Board's view that the widening of the road may lead to increased speeds and brings further risks, making it harder to cross the road. a crossing point somewhere closer to the green park area, adjacent to the School, would be of better value to the School and general community.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2776	Cork Constitution, O'Connors Funeral Home and Pairc Ui Rinn couldn't function without parking	Please see the NTA's response to Issue 5 in this report
NTA-C9-2776	We are constantly being told to plant trees and you intend to cut down 191 perfect trees for what	Please see the NTA's response to Issue 4 in this report
NTA-C9-2776	What on earth are ye thinking about, impacting 73 properties, stop and think if it was your front garden was going to be dessicrated	Please see the NTA's response to Issue 6 in this report
NTA-C9-2784	My second concern about widening Boreenmanna Road are the trees that are in line to be chopped down. These trees are relatively new in tree terms, how about take from only one side of the road and make the cycling tract two-way on one side of the road? we need as much fresh air and oxegen from the trees and atmosphere around us as we can get.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2784	I have concern regarding the widening of Boreenmanna Road, first one is the safety aspect of turning what would potentially be a high speed road into a faster highway and the repercussions of this being safety of young children and older adults negotiating this road at peak times.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2794	While cycle lanes might be beneficial, a bus lane on each side of the carriageway is complete overkill on Boreenmanna Road	Please see the NTA's response to Issue 9 in this report
NTA-C9-2794	this proposal will mean that a car cannot now park outside my front gate.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2794	It is also an outrage to remove mature trees on this stretch of Boreenmanna road way to facilitate this frippery.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2799	<p>Page 35: Bus stop is planned to close to the exit?</p> <p>Page 42: Bus heading towards Mahon to Temple Hill Junction a bit too close to turning left.</p> <p>Page 46: New bus stop at Super Valu/Church Road on left hand side of the road (church road side) is too close to Church Road possible with cars turning left onto Church Road.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2799	Reducing the Ballinlough Community Park is a terrible idea - This is used by Ballinlough Youth Club, Scouts, Tennis Club & Ballinlough Fairies. Having this space is needed	Please see the NTA's response to Issue 4 in this report
NTA-C9-2799	<p>Page 34: Great that the foot-bridge be widened but not great news to hear that Rockboro Road will be bullarded off at the foot-bridge end for cars to park by Gás Networks.</p> <p>Page 36: Why do you need a toucan crossing at Yorkboro when people can & should cross at Victoria Cross/Wallace Ave Junction?</p> <p>Page 37: Toucan crossing too close to the exit of Willow Lawn & The Oaks. Melrose would be a better spot.</p> <p>Page 50: Toucan crossing get rid of as people can use the Mahon Point Junction to cross the road.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2802	We do not need 2 bus lanes on Boreenmanna Road, a middle ground would be one bus lane	Please see the NTA's response to Issue 9 in this report
NTA-C9-2802	Proposals are removing all of our beautiful trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2802	We must supply safe pedestrian crossings to the park across the road on Boreenmanna Road	Please see the NTA's response to Issue 12 in this report
NTA-C9-2810	Also, to grant this permission without one car parking space for these homes on Boreenmanna Road is nothing short of idiotic and quite frankly very questionable!	Please see the NTA's response to Issue 5 in this report
NTA-C9-2810	<p>these plans are going to prevent parents from dropping off children safely to the local schools, they will prevent elderly people from accessing the city as they have always done</p> <p>Our community park which is used for recreational purposes will also be impacted it seems, there also hasn't been much thought or insight into the environmental impact these plans will cause.</p>	<p>Please see the NTA's response to Issue 5 in this report</p> <p>Please see the NTA's response to Issue 1 in this report</p>
NTA-C9-2810	These plans result in the destruction of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2810	the destruction of peoples property when the gardens in their homes will effectively be destroyed and taken from them, no amount of compensation will make up for the upset and upheaval this work will cause on Boreenmanna Road	Please see the NTA's response to Issue 6 in this report
NTA-C9-2810	As one of the homes and families that will be directly impacted by the ambitious plans proposed on Boreenmana Road, it's disappointing that we haven't received any information outlining the proposals for the bus connects corridor	Please see the NTA's response to Issue 11 in this report
NTA-C9-2826	The changes proposed will turn this road into a dual carriageway, which is not of any advantage to the residents.	Please see the NTA's response to Issue 2 in this report
NTA-C9-2826	The removal of mature trees is not environmentally friendly, and will increase noise and traffic pollution in our homes.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2826	The traffic on Boreenmanna road at present is 24 hours a day, we have speed traps on this road, we cannot park outside our own properties. Yet, the opposite side of the road can be used by non-residents.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2826	<p>This is the second time in my lifetime that Boreenmanna road has been widened, but now it would appear that I am to lose a portion of my garden.</p> <p>This decision will be made by NTA (National Transport Authority), I simply ask, why?</p>	<p>Please see the NTA's response to Issue 9 in this report</p> <p>Please see the NTA's response to Issue 6 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-2836	Worried about the consequences of a dedicated bus cycle lane on the flyovers of the N40. Will it bung up the traffic leaving the ring road?	New pedestrian and cycle bridges are being proposed either side of the N40. Please see the NTA's response to Issue 4 in this report, so all lanes for traffic will be retained Please see the NTA's response to Issue 2 in this report
NTA-C9-2838	The plan is described as sustainable I would suggest that is not correct as it plans to take away everything that at present makes our road environmentally friendly and very sustainable and stunningly beautiful.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2838	The loss of trees would allow a increase in emissions and deplete air quality. The residents living in close proximity to this new proposed highway will be subject to a poorer quality of life with increased pollution and additional noise and a extremely dangerous road to cross .	Please see the NTA's response to Issue 4 in this report
NTA-C9-2838	This gives rise to stress and anxiety as our children and grandchildren relatives and friends and carers will find it impossible to park their vehicles.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2838	The reduced space affects our ability to park a proportion of our vehicles.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2838	Our garden is an integral part of life in The Willows much used for recreational activities by our children and older residents.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2838	It is beyond comprehension that consideration is given to the felling of our beautiful mature trees. It would be criminal to think about reducing our beautiful road to a concrete jungle by removal of 200 trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2844	Cork Constitution FC has an access to Churchyard Lane at the north end of the grounds. This is a second gate used GAA match pitch parking, access by ambulance, emergency services and maintenance providers. This entrance is not clearly shown on the drawings provided.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2844	Provide car parking in the area of the of the old water tank to the north of Cherrington or in front of the pitch & putt club Provide public car parking in the quarry area Could circular routes be considered for buses and/or bicycles with a single footpath. This would reduce the width requirement and give space for on-street parking.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2844	There is no justification for a bus lane running north towards the city outside of Cork Constitution FC. There is never traffic congestion in this area in peak hours except when there is an event such as a big match or concert. Perhaps a 200m bus lane would suffice before the traffic lights to prevent bus delays due to traffic congestion at traffic lights Bus corridors further north or south along Boreenmanna road towards Skehard Road Junction and beyond Crab Lane to the Ballinlough road junction should be in operation for peak hours only which will provide for parking during busy events or simultaneous events in Paire Ui Rinn, Cork Constitution FC or O'Connor's funeral home	Please see the NTA's response to Issue 9 in this report Please see the NTA's response to Issue 12 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2844	<p>The provision of a cycle lane on Churchyard Lane from Silver Quay pub up to Paire Ui Rinn eliminates any possibility of on-street parking on this stretch. However, such a cycle lane is not required if alternative options are considered for potential users of such a cycle lane.</p> <ul style="list-style-type: none"> • Cyclists from Skehard road and Mahon area can use the existing cycle lane on Skehard road as far as the Blackrock greenway and then go into town via Monaghan Road • They can also go from Churchyard Lane via Beaumont Public Park and Beaumont drive down to the Blackrock greenway • Cyclists from Well Road can go a number of ways towards schools and town via Woodview and Douglas Road or Ballinlough Road. Such routes go directly past the schools in the area • Where road width is a challenge consider the provision of a 2.5m contraflow cycle lane instead of two 1.8m lanes on each side of the road 	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2844	<p>To facilitate the large number of people attending Cork Constitution FC the club at different times there is a need for a drop off/ collection area in addition to the on-site and off-site parking to ensure a safe access for atl patrons. Over 300 juveniles from age 7 to 13 train in the club grounds on Saturday mornings. Many parents stay on site for the duration of the training for safety reasons. Up to 100 youths and adults train and play matches during the week and weekend. Senior Energia AIL matches can attract a crowd of over 1,000.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2844	<p>Cork Constitution FC provides a social outlet for children, young adults and senior citizens through summer camps, TAG rugby, bridge clubs and keep fit classes. The club facilities are also available to residents and business community for meetings, seminars, and social occasions. In these ways the club plays a very important role in the local community.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2844	<p>The off-site parking is absolutely essential for the safe access from a very busy roadway at Cork Constitution FC. If buses are now to be added, then the extra traffic will increase the safety risk and the need for parking in the area.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2873	<p>My mum lives at this address if this proposal goes ahead she's going to be a prisoner in her own house she will not be able to cross the road to do so she's will have to cross 2 bike lanes 2 bus lanes and 2 car lanes for a woman in her 80s this is going to be quite difficult what's she going to do get the bus to Wallace avenue to the traffic lights to cross the road</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
NTA-C9-2873	<p>a bus lane from city centre to Mahon I propose would be sufficient as is the working from the silver key to super valu skehard road.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
NTA-C9-2873	<p>It's going to be quite difficult for people to visit her as there will be no parking both sides of the road.</p>	<p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2879	<p>While I understand the objectives of the plan I do not think a balance has been struck in some of the proposals. Reconfiguring junctions etc makes absolute sense. However, proposals to change for the worse the entire character of some neighbourhoods in order "to have the buses run on time" is in my view not an acceptable balance.</p>	<p>Please see the NTA's response to Issue 9 in this report</p>
NTA-C9-2879	<p>Pairc Ui Rinn – uncontrolled parking. The intention to install bus and cycle lanes on Boreenmanna Rd will be challenging to operate in the vicinity of Pairc UI Rinn. Currently on match days there is widespread parking on footpaths and on all green areas in the vicinity. As most matches are in the evenings/weekends I have seen little or no enforcement. In these circumstances unless bus and cycle lanes are hard engineered to prevent it you can expect parking in bus and cycle lanes will become a regular issue</p>	<p>Please see the NTA's response to Issue 5 in this report</p>

Reference	Submission Statement	CE response and recommendation
NTA-C9-2879	<p>R852 CSO junction to Mahon Point SC. This road was upgraded relatively recently. I am particularly concerned that as there are no residents on this road there is likely to be few submissions of concern.</p> <p>The only attractive feature of this road are the trees on each side. I do not understand the necessity to remove all trees on both sides in order to widen the road for bus/cycle paths that already partly exist.</p> <p>The evidence of the road widening that has already taken place on the Skehard Rd. between Church Rd and the CSO junction is dispiriting. Most trees have been removed with no replacement and the entire area is now a visually harsh sea of concrete and tarmac. I expect that what is being proposed here is more of the same. I wonder have these works actually made any significant difference to bus timetable delivery?</p> <p>Boreenmanna/Skehard Rd widening. Similarly, I find the proposal to remove virtually all the trees on both sides on Boreenmanna Rd from Wallace Ave junction to Churchyard Lane as disquieting. This will change the entire character of that area and likely will result in a similar landscape to what is now the northern end of the Skehard Rd - another visually harsh runway of concrete and tarmac.</p> <p>The additional work on the Skehard Rd involving more tree felling is difficult to understand as this road was extensively modified in recent years, amongst other things to specifically provide better bus timings.</p> <p>Replacement tree planting: I welcome any tree planting but note that much of the replacement tree planting (e.g. on green at Marble Hall) could – and probably should- take place anyway irrespective of BusConnects.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C9-2879	<p>As this route is to be a 24hr frequent service I would expect that people living in the general Ballintemple/Beaumont area will use this route and in particular at night/early morning, and will need to access Boreenmanna Rd.</p> <p>Beaumont Quarry/Beaumont Cottages footpath: People in the Beaumont area will use this path as the most direct route between Beaumont Drive and Churchyard Lane for access to/from Route 1 on Boreenmanna Rd. This path is largely unpaved and unlit, and is most likely to be used in the hours of darkness as access to/from Route 1 late night services.</p> <p>While perhaps not directly a matter for NTA this path will need to be upgraded and lit for safety reasons.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C9-2887	<p>With the proposal for the bus connect outside her house, I am going to find it very difficult to collect my mother in law as she is elderly and has regular doctor / hospital appointments, and to find parking to visit her, dropping shopping, etc. Therefore, I object to the development of a bus connects on Boreenmanna Road.in my opinion i think a bus lane coming from town to Mahon would be sufficient</p>	<p>Please see the NTA's response to Issue 12 in this report</p> <p>Please see the NTA's response to Issue 5 in this report</p>
NTA-C9-2898	<p>It's difficult enough to enter and exit our homes as it stands without adding to it.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C9-2898	<p>The noise this project will generate will cause unbearable stress to people.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C9-2898	<p>In the Autumn of our lives do we really need to be living in isolation when parking is removed. We have a Doctors surgery with no parking - only road parking.</p> <p>We have a funeral home with little parking.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2898	<p>GAA was and is the heart of our Community and to try and remove parking with no alternative will leave a massive hole in people's lives.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C9-2898	<p>Project will devalue our homes.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C9-2898	<p>To take away the trees is criminal when we are trying to go green.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2898	There is a real danger to the hundreds of children attending Primary/Second Level/Creche with the volume of traffic and so many roads to navigate.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2905	My grand mother lives along the Boreenmana Road and I will find it very difficult to visit her as there will be no parking. I will also find it very difficult to collect her from outside her house to bring her shopping etc as there will be no where for me to park the car.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2905	This would be very unsafe and could lead to accidents happening as there will be a bus lane a cycle lane between the house and the road. In my opinion, there should not be six lanes put on the road.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2918	Under the current proposal, residents living on the south side of the Boreenmanna Road wishing to turn right towards Blackrock and residents living on the north side of the road wishing to turn right towards the city, would have to traverse a pedestrian lane, a cycle lane, a bus lane and a traffic lane. In particular. Similarly, cars wishing to access the Boreenmanna Road from one of the access roads leading off the Ballinlough Road and traffic leaving the Boreenmanna Road to access the Ballinlough Road will face the same difficulties.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2918	There are four almost parallel roads in the area – the Boreenmanna Road, the Ballinlough Road, the Blackrock Road and the Douglas Road and I feel that a travel loop/ one way system could provide a better, less invasive solution	Please see the NTA's response to Issue 12 in this report
NTA-C9-2918	Street parking spaces are used by a large number of people attending the funeral home at the junction of the Boreenmanna Road and Temple Hill, a creche and a GP practice adjacent to Willow Lawn, a hair and beauty premises and a very busy garage/shop.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2918	The junction of the Boreenmanna Road with the South Link Road has always been problematic at peak times and it's capacity is unaltered, unless there are plans to address this? Traffic occurs here at school peak times only.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2918	Objection to the removal of trees and old, boundary walls on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2918	Increased volume of buses and general traffic will impact on homes directly on the road. Increased noise pollution can lead to an inability to open windows and disrupted sleep. A significant increase in the general volume of traffic on the Boreenmanna Road, including many diesel and petrol fuelled vehicles will result in a rise in air pollution for local residents.	Please see the NTA's response to Issue 1 in this report
NTA-C9-2918	Objection to the proposed removal of 283 on-street parking spaces, would have a significant negative impact on residents, their wider families, visitors to their homes and those who need to access their properties. Boreenmanna Road is currently used as a parking facility by attendees of sports events in Pairc Uí Rinn, Pairc Uí Chaoimh, Cork Constitution Rugby Club and Ashton all-weather pitch. Street parking spaces are also used by a large number of people attending the funeral home at the junction of the Boreenmanna Road and Temple Hill, a creche and a GP practice adjacent to Willow Lawn, a hair and beauty premises and a very busy garage/shop. Can you provide clarity/information as to how alternative parking is going to be provided in this area?	Please see the NTA's response to Issue 5 in this report
NTA-C9-2918	There is very likely to be a decrease in the value of their homes and those wishing to move out of the area may have difficulty selling their properties	Please see the NTA's response to Issue 7 in this report
NTA-C9-2918	Objection to the removal of trees on Boreenmanna Road	Please see the NTA's response to Issue 4 in this report
NTA-C9-2918	Who is involved in the review of submissions?	The National Transport Authority

Reference	Submission Statement	CE response and recommendation
NTA-C9-2918	The proposed construction of a toucan crossing at page 37 immediately adjacent to the driveway of property no.1 Woodbury doesn't make sense. It would be more usefully placed between the bus stops on either side of the Boreenmanna Road to give a safe place to cross the road for Ballinlough Park.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2918	Communication around the consultation process was less than perfect, particularly as it took place over the summer months when many residents were on vacation. As a resident of the Boreenmanna Road, I did not receive a letter outlining the proposal and only heard by word of mouth from neighbours.	Please see the NTA's response to Issue 11 in this report
NTA-C9-2918	Section 2.3 Key facts, outlines current bus journey time (up to 30 mins), BusConnects journey time (17 mins) and future bus journey time without BusConnects (36 mins). Can you please explain how these figures were generated and by whom?	These were based on assumptions on travel time and were calibrated against automatic vehicle location data from trackers on the buses in Cork. The calculation was done by Barry Transportation Consulting Engineers
NTA-C9-2919	The widening of the Ballycureen road will have an impact on some of the houses in the Curraghwoods Estate.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2920	My present bus is Route 215 with 30 minute frequency. Surprised this will now be reduced to intervals of 60 minutes. Am aware a more frequent service is planned on Boreenmanna Road, but this would be too far for many to walk, especially as return would be uphill. Hope the present timetable can be retained, at least on weekdays.	Please see the NTA's response to Issue 10 in this report
NTA-C9-2940	This proposed plan will also take from the value of our property, we strongly oppose these plans due the negative impact they are going to have on our home.	Please see the NTA's response to Issue 7 in this report
NTA-C9-2940	Impact on trees on the Boreenmanna road.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2940	I have huge concerns about this and we are not in any way happy or on board with this plan, we do not want to be subjected to a CPO for any part of our property.	Please see the NTA's response to Issue 6 in this report
NTA-C9-2940	as well as the overall impact on our community having a huge bus corridor running through the area making it extremely difficult for children to play safely and commute to all the locals schools as well as crossing this huge road is going to be a significant challenge.	Please see the NTA's response to Issue 3 in this report
NTA-C9-2944	I am strongly objecting to such a poor plan been implemented as outlined by the NTA recently within my area.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2945	The road is plenty wide enough at the moment for a cycle/ bus lane and most days the bus is empty. No need whatsoever for it.	Please see the NTA's response to Issue 9 in this report
NTA-C9-2945	As I look out my window this afternoon and see the changing colours in the trees, once again please do not touch our trees.	Please see the NTA's response to Issue 4 in this report
NTA-C9-2967	The development of Scoil Iósaf Naofa will need provision for the collection and drop off of pupils with Additional Needs via buses/ taxis.	Please see the NTA's response to Issue 12 in this report
NTA-C9-2967	Scoil Iósaf Naofa serves a large section of the Ballintemple community and the Proposal removes all parking for drop off / collection completely. The Board would welcome alternatives from the NTA to assist the parents, staff and public access the school, allowing for such drop offs or emergency visits to the School.	Please see the NTA's response to Issue 5 in this report
NTA-C9-2967	The Proposal provides for the removal of several well established trees along Route J and some outside the School. The Board does not agree with such an approach from an environmental standpoint and would welcome alternative measures to retain the trees.	Please see the NTA's response to Issue 4 in this report

Reference	Submission Statement	CE response and recommendation
NTA-C9-2967	<p>The Proposal does not provide for a crossing point for pupils at Scoil Íósaf Naofa but rather at a corner of a road junction to the south, which is some distance from the School and another crossing to the north, again some distance from the School.</p> <p>This is of concern to us as the safety of pupils and staff arriving and departing the School is of paramount importance to the Board at all times.</p> <p>It would be the Board's view that the widening of the road may lead to increased speeds and brings further risks, making it harder to cross the road. a crossing point somewhere closer to the green park area, adjacent to the School, would be of better value to the School and general community.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>

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 Ballincolling. 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/caol/ .
		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 Toghher and onto the city centre. This will cause trouble for the people of Toghher 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 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-C9-431	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 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-C9-705	I'm also quite worried about the removal of so much heritage and the loss of trees in some of the more mature areas in Cork	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-711	I feel this plan has been poorly researched and would appeal to the NTA to engage with the local communities before presenting proposals to change how we live forever.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-730	While the Cycle network is very much to be welcomed I would have serious concerns about the design of segregated junctions designs to date in Dublin.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-730	I would not feel safe cycling through these junctions with my children or anybody new to cycling in the city. Best and safest practice internationally is the traditional Dutch style	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-730	The Cycle Network is very much welcome and it is positive to see the emerging routes show a connected and coherent network.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-733	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.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-757	Roads should not be built for large buses which are unreliable, rather van-sized shuttle buses should be in operation and fit in existing infrastructure.	By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. The arrival time of buses will be more consistent and dependable.
NTA-C9-763	It is difficult to envisage an increase in use of bicycles as a transport mode as cycling in Cork is a challenge with hills, windy days and nights, lots of rain and major concern about security and parking without vandalism. Cycle lanes should not be immediately parallel to car lanes and effort and resources are required to come up with alternative routes in Cork.	Ebikes are increasing in popularity and greatly assist the challenge posed by 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> <p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-769	Green Spaces for Health advocate for the retention of as many trees as is possible on the proposed routes. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for pedestrians, cyclists, residents. Importantly they support ecosystems that require urgent protection.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-769	Where trees are being planted along the proposed bus connect routes Green Spaces for Health request they are native trees in the main. We encourage the insertion of strata cell technology to support trees	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.
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/cao/.</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 CPD process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpd/ .
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	I completely welcome the upgrade in footpaths along all routes. Majority of footpaths are too narrow or don't exist at all.	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.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-1631	Firstly this page was an extreme ordeal to enter and navigate, in no way friendly for older generations and people not comfortable with computers.	Noted
NTA-C9-1640	If we are to CPO land or widen roads let it only be to provide for a footpath or cycle path- not to allow the creation of more lanes in that road	The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C9-1640	For roads where traffic is chaotic let there be buses only between the above times or select key bus routes and designate them as bus only for specific times (with the exception of resident passes for those living within the inner-city area to allow them go to/from work, etc).	Noted the proposals include bus gates as outlined. A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located.
NTA-C9-1640	Trying to solve Cork's transport issues by turning many of our street into six laned highways will destroy the character and sense of community in our city.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1640	Trying to solve Cork's transport issues by turning many of our street into six laned highways will destroy the character and sense of community in our city.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
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.</p> <p>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.</p> <p>And a new tree is not the equivalent of an old mature street tree. I wouldn't think there is a single cyclist in the city that would want street trees removed to accommodate them. They might suggest removing some of the cars instead.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1850	<p>The recent trial in Germany which gave heavily discounted monthly rail card €9 was a huge success and the extra journeys are estimated to have saved 1.8 million tonnes of CO2, from this one action alone.</p> <p>Look at how effective the free school bus project has been this year. Overnight, the system was hugely oversubscribed and parents who never sent their children to school by bus before did, just because it was free.</p> <p>Cork City bus services should be free to anyone in a primary or secondary school uniform.</p> <p>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 encourage 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.</p> <p>I fail to see how people who have to drop/collect kids at schools and creches etc. can benefit from this plan.</p>	<p>The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network with the National Development Plan which envisages a significantly enhanced bus service for Cork. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.</p>
NTA-C9-1852	<p>What consideration is planned for people who park (for varying reasons) on these routes?</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-1852	<p>What happens when Irish Water close a road to replace or repair lines? Will we be scrapping the city marathons? Will refuse collection vehicles drive at will along these cycle and bus routes? What is the rationale for all routes leading to the city? This is not where everybody works, gets educated etc.</p>	<p>This statement raises questions on issues not related to the infrastructure proposals contained in the Sustainable Transport Corridors. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors. The proposals are proposed on these routes as they are the busiest and therefore present the best opportunity for supporting sustainable transport.</p>
NTA-C9-1852	<p>Why not wait to see the impact of the Dunkettle project before driving headlong into a potentially unnecessary spend of taxpayers money.</p> <p>This plan is so near-sighted that you are in danger of following in the footsteps of previous great ideas like positioning the regional airport on the only fog-bound hill in sight, or building a tunnel under the water that was proven to be undersized in less than 20 years of opening, or redeveloping a hugely unused 45,000 capacity stadium near a 17,000 capacity stadium without parking facilities for either, or indeed building walls around the river lee.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1852	<p>This is a totally ill-conceived plan that feels more like a tick-box green washing deliverable wrapped up in a splendid graphic design package.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1852	<p>Whatever happens next the NTA need to up their game and contact the people directly affected by their plans.</p> <p>We have received no communication from them.</p> <p>Hearing from a relative that the NTA want to take a large portion of our garden and driveway does not inspire confidence in them.</p> <p>If they can't get the communication routes set-up correctly how can I believe they will be any better with the transport routes.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1852	<p>How will you avoid exacerbating pre-existing subsidence issues in affected areas?</p>	<p>As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.</p>
NTA-C9-1853	<p>Such as sustainable transport routes, removal of traffic in places, and the preservation of natural lands.</p>	<p>Restriction on general traffic at specific times and specific places is proposed. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p>
NTA-C9-1856	<p>As much as reasonably possible, the plans should take into account the concerns of local residents. It is reported by the NTA itself that there are concerns in some areas about a reduction in bus services due to changes to existing routes.</p> <p>This would be completely counter-productive. This should be addressed and the new plans should guarantee that no area faces a reduction in the availability of bus services in their area.</p>	<p>As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/. The New Bus Network is a separate project to this scheme.</p>
NTA-C9-1856	<p>Cork needs a major expansion of bus services and public transport generally, as well as cycle lanes and a reduction in reliance on cars. This is particularly essential in the context of the growing climate emergency which threatens the future of our world. It is also key to making the city more liveable and accessible for its people.</p> <p>In order to achieve this we need more frequent and reliable services in every part of Cork.</p> <p>This is too often not the case currently. The current plan promises "more residents, students and workers will find themselves near buses coming every 15 minutes or better". We would propose that under any new plan this should be the minimum for all residents.</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.</p>
NTA-C9-1856	<p>A key issue in terms of public transport use is price. Due to the current cost of living crisis, a number of countries have recently experimented with free or very cheap public transport.</p> <p>When Germany introduced a €9 monthly ticket for public transport, increased use of the services is estimated to have saved 1.8 million of CO2 emissions. Public transport should not only be greatly expanded but be available free to all.</p>	<p>The consultation is focused on the proposals contained in the Sustainable Transport Corridors.</p>

NTA-C9-1856	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 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-C9-1856	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 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-C9-1857	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. 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-C9-1877	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 and many residents especially 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	<p>This proposed plan will restrict and divert traffic, implement one-way systems, through neighbouring estates of the proposed routes and traffic may be diverted through estates. This is concerning. The proposed design where challenging to read a many residents especially elderly residents and those who were challenged by IT and online systems found it difficult to access information.</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	<p>However, we do see positive aspects to this proposal such as increase frequency of new bus routes, increase in the bus fleet and integrated ticketing are positive aspects of the proposal.</p>	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue 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	<p>There is no justification on any grounds – be they environmental, relation to Cork City's heritage/ character, or regional impact – for this route to proceed as currently proposed.</p>	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	<p>So, please keep cyclists segregated from both buses and general road traffic where at all possible.</p>	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1922	<p>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.</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-C9-1924	<p>All bus stops must provide full accessibility for mobility impaired passengers.</p>	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	<p>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.</p>	Noted. As the project progresses and the design develops facilitation of micro mobility will be considered.
NTA-C9-1924	<p>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.</p>	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	<p>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.</p> <p>The prioritisation of buses supported by dedicated infrastructure (bus lanes, bus gates, priority signalling and reduction of through car traffic) is vital to achieve acceptable travel times for public transport.</p>	This statement supports the aim of the project.
NTA-C9-1924	<p>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.</p>	The NTA welcomes this positive feedback and support.
NTA-C9-1924	<p>Consideration must be given to residential access, business deliveries, and remaining local access traffic</p>	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.irishtaxaminer.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 connect 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 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-C9-2842	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 too. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-2848	The Bus Real Time information system, which is supposed to track the location of busses in real time and provide estimates of when they will arrive at various bus stops - Getting it working should be a top priority. it's quite easy to run busses in both directions at the same time. A simple display (or just a red/green light) would tell the driver of they need to wait at the stop for a bus coming in the other direction to pass.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2848	Bicycle lanes are a lovely idea. But having them right next to car and bus lanes is not It carries the risk of being hit by a motor vehicle. It's not safe for children to cycle a system of cycleways that is completely separate from the road network would be the way to go, and one that future generations would thank us for	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2848	If the STC concept has never been proven elsewhere, are we really prepared to permanently change our city	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak.
NTA-C9-2869	I object to the bus connects plans	Noted

NTA-C9-2876	What really surprises me is that nobody from busconnects used a drone or a computerised model to see if this would work. Show us it working? It's 2022 surely some tech savvy person would come up with a working virtual model? Anyone with a bit of sense if they came out and walked around would see this plan cannot work.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce pollution and ease congestion.
NTA-C9-2879	Route 202 (current), Route 4 (future) I am a regular user of R202/202A. The service is very good except for some non-delivery on timetables and usually at predictable times such as early Sat evening. 2. The original proposal was that the new Route 4 would terminate at Kent Station. I understand that it will now serve Lenaghmore so is a much longer route. Is this longer route likely to cause more delays/disruption to timetable delivery? 3. Route 11 (future) stops There are currently only one bus stop outbound on the Blackrock Road between Ballintemple Village and Church Rd., and none inbound, as the service on this route (current 212) is relatively recent. I assume this will be addressed?	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2915	Objection to the suggestion of removing a vast amount of trees on all corridors!	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree 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 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-C9-2955	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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